

THE AUTOMOBILE



BLUE BOOK

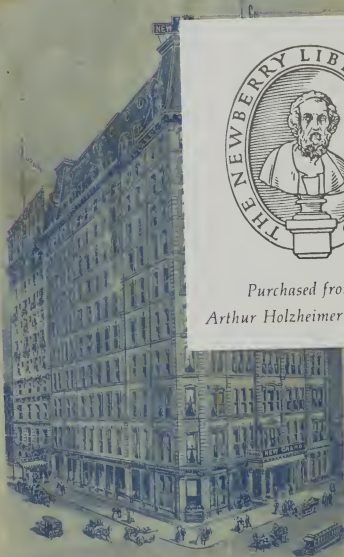
SECTION NO. 2
NEW ENGLAND

The New Grand

"In the Centre of Everything"

Broadway and Thirty-first Street

NEW YORK



*Purchased from the
Arthur Holzheimer Map Fund*

500 ROOMS

300 BATHS

Headquarters for Automobile Tourists

Geo. F. Hurlbert, Proprietor

Also the New Sherman, Jamestown, N. Y.

ile Routes in

Figures in circles refer to title pages of complete sections in this volume.

TICUT AND RHODE ISLAND



Main Automobile Routes in VERMONT



FIGURES IN CIRCLES REFER TO TITLE PAGES

AND NEW HAMPSHIRE

A.L.W.



OF COMPLETE SECTIONS IN THIS VOLUME.

How to Use The "Blue Book"

STARTING or continuing a trip from the center of a "section," refer directly to its title page for list of routes leading outward therefrom. Title pages in this volume: New Haven (143); Waterbury-Danbury (167); Hartford (213); New London (235); Rhode Island (Providence) (263); Boston (303); Worcester (375); Springfield (397); Pittsfield (419); Greenfield (461); Lowell (499); New Bedford-Cape Cod (517); Newburyport-Portsmouth (557); Manchester-Concord (585); White Mountains (611); Bennington-Rutland (671); Burlington (694); Maine-Provinces (711).

¶ Entering New England from the Metropolitan District the "Shore Line" or Hudson River gateways — New York to Troy inclusive — see the "Preface Section," pages 67-140, for full itineraries to the nearest complete New England sections, where the corresponding return routes will be found, *giving the intervolumetours in both directions.*

¶ Consult the "Index of Trunk Lines," pages 40 to 51, for framework combining the separate routes of various sections into longer tours, following the most-used courses of road travel. This index is suggestive rather than conclusive, for possible combinations are far beyond estimate. Starting or continuing a trip from points between sections, consult the "Index of Places," pages 15 to 40, for list of routes passing through same. For nearly all routes in their proper geographical relation as well as in their relation to each other, see the general maps, pages 4 to 7B.

THE OFFICIAL AUTOMOBILE BLUE BOOK

PUBLISHER'S FOREWORD—1908

The new volumes, of which this is No. 2, carry forward by a second full year the work first undertaken on broad and permanent lines in the compilation and publication of the one-volume edition for 1906. In the effort to supply useful information of practicable tours, and of accommodations suitable for traveling autoists and their cars in the Eastern, Northern and Middle States, neither time nor expense has been spared. When dealing with the changes constantly going on, particularly as highway improvement extends—making an inferior route to-day the best to-morrow, or vice versa—differences of opinion have been harmonized so far as possible, and the latest, most reliable data sought at all points.

Between ten and eleven thousand miles of the routes described anew for 1908 have been covered personally by the Blue Book car; and for practically every mile of its travel actual odometer measurements have been taken, displacing almost an equal amount of estimated or reported distances. A great deal of entirely new territory has been taken up, and the greater part of the old matter thoroughly revised.

At first it was necessary to actually create the maps from the best available sources; for this edition most of the former material has either been altogether remade or carefully corrected. A valuable feature has been added in the form of general maps, showing the relation of one route to another and to the territory at large, including all important cities and most towns.

The entire work is again brought out under the exclusive official endorsement of the American Automobile Association, by The Class Journal Co., publishers of *The Automobile*: compiled and edited by Robert Bruce; business representative, E. R. Mixer. Prior to publication the foremost automobile organization of the country adopted the 1906 volume as the sole official route book of the Association, and the same endorsement covers this as well as the former editions. Corrections from A. A. A. members or other tourists will be appreciated, to the end that subsequent editions may be still more accurate and serviceable.

Special attention is called to the garages and hotels mentioned in the text, and A. A. A. members are advised, when patronizing any of these officially-designated establishments, to show their membership tickets. While reduced rates have in no instance been solicited, fair treatment and prices are expected—invariably. Complaints of unjust charges, either by an official hotel or garage, should be filed with the Secretary of the American Automobile Association, so that the matter may be brought to the attention of the Board of Directors of the national organization, or other adjustment sought.

The publishers have spared no effort to make this work thoroughly up-to-date, complete and accurate in all its items. But The Class Journal Co. does not hold itself responsible for any errors that may appear, either in the text of routes or in the listing of hotels or garages.

PLAN AND SCOPE OF THE BLUE BOOK

COMPILER'S FOREWORD—1908

The important territory covered by this volume is considered as a unit, prefaced by a special section whose routes carry probably 95% of the automobile travel from the Metropolitan District, the "Shore Line" and Hudson River points *into* New England. Giving first place to this section—intended partly as a courtesy and convenience to the increasing number of tourists from the adjoining States—in reality assists in making the volume complete in itself without adding the same matter, in the form of "return routes," to the already large interior centers.

¶From New York City the "Preface Section" provides running directions and maps to New Haven, Conn., the first all-New England center, and from the principal intermediate points, Stamford, Norwalk, and Bridgeport, to Waterbury-Danbury, the complete section following New Haven. Also from the Metropolitan District into western Connecticut and western Massachusetts by the "middle" group of routes carried northward over the best roads of Westchester County. The trunk-line highways up and down the east side of the Hudson River—belonging almost equally to New York and New England—are likewise included, with the principal runs eastward from Peekskill, Poughkeepsie, Hudson, Albany and Troy. Reaching complete New England sections at Waterbury-Danbury, Conn., Pittsfield and Greenfield, Mass., and Bennington-Rutland, Vt., the best routes not only extend from center to center throughout the territory covered in this volume, but they also provide the return versions for the interstate runs.

Aside from the "Preface Section," already referred to, the dominating thought in arranging these tours has been "outward" from the strategic places made centers of the sections. Each center has a complete and comprehensive title page indexing its particular group of routes, which link naturally with their counterparts of other sections. Each route is considered a separate itinerary from beginning to end, except that when two or more routes merge over the identical stretch of territory, in the same direction, reference is usually made from one to the other to save space. The principal exceptions to this rule are where the initial or terminal points are separated by too many pages for convenient reference, in which cases the directions—if not too long—are usually repeated in full.

The general maps at the very beginning of the book serve also as a "Graphic Index," every city made the center of a "section" being identified by a circle with a number plainly indicated inside. Turning to the page corresponding to that number, the user has at once a list of the routes radiating therefrom, while intermediate and terminal points are cared for by the general index. By this means any route or place desired can be found quickly and without confusion, notwithstanding the extent of territory covered.

An entirely new feature is the index of trunk-line routes, made up of the separate runs extending from section to section, listed in consecu-

tive order for the convenience of through travel. This index is briefly suggestive of the infinite possibilities to be had in combining the automobile routes of six adjoining states into tours of different length and direction; so great is the variety offered here that only the most important of distant points can be connected in such manner within the relatively few pages available for that purpose.

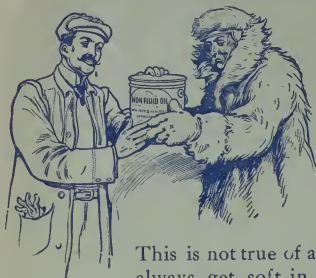
Another new index, brief but comprehensive, is that of city and town maps—a feature original with the Blue Book, designed to make the entrances and exits for the most important places clear and distinct at a glance. It will be noticed how the number of these diagrams has largely increased since the last edition, and it is proposed to add new subjects to this list as the material for the desired results can be secured. Frequently one city or town is reached by several routes; and while the local map can (usually) be used but once, the special index makes it always quickly available.

Within the limits of even three volumes of convenient size it would be impossible to list, map and give in detail more than a comparatively small proportion of all the interesting trips which might be scheduled in the territory broadly covered. An effort has been made, therefore, to show the relation of each important tour to the subordinate routes connected with it, though for the latter a condensed detail must usually suffice. No mere "descriptions" have been attempted; the aim has been to compact all information and make necessary directions brief and concise—in a word to place in the hands of tourists making any of the trips here outlined such ready information as shall enable them to find and travel same with a minimum of inconvenience.

Road description, while a comparatively new departure in the United States, seems likely to become more and more important and necessary. Not only is there a vast territory to be covered, but American roads vary so much in their character and the cities and towns differ so widely in population, accommodations, etc., that advance information of suitable tours, mileages, best hotels and reliable garages, is always desirable and frequently essential. As automobile travel has broadened, the requirements of the tourist have broadened too; hence the advertising pages are regarded as an additional service to the user.

Believing that a road book should be a traveling companion rather than a mere collection of fixed schedules, something has been consciously left to geographical sense, and the tourist's own constructive faculty. Not only may the make-up of original routes become a fascinating study, but many an itinerary is much less intricate as it unfolds to one's actual progress than it seems in print, even when it includes only the essential directions. As one's mastery over the subject advances, too, the difficulties in the way diminish.

Acknowledgment is cheerfully made of the friendly cooperation received from the American Automobile Association, its affiliated and other clubs, and from tourists who have placed notes of their own trips or other special information at our disposal. Whatever is received through any of these channels—including unbiased criticism of our own work—receives prompt attention and impartial care.



Any Time

Non-Fluid Oils remain the same in all weathers. July and January are all one.

This is not true of any known grease; greases always get soft in warm weather and stiff and hard in winter. Even their makers advise the use of different grades at different times of year.

Non-Fluids Oils are *not* greases.

Anywhere

From Portland, Maine, to Portland, Oregon, you can buy the genuine Non-Fluid Oils in the original orange-colored enameled cans. Whether you tour north, south, east or west you will be able to replenish your supply of these excellent oils.

Adopted as standard, used and recommended by over 55 automobile makers.

Beware of imitations sold under similar-sounding names. Look always for our name and trade-mark on the can.

Original and sole producers of Non-Fluid Oils.

New York & New Jersey Lubricant Co.

14-16 Church Street, New York City



INDEX OF CITY AND TOWN MAPS

EACH DIAGRAM SHOWING AT A GLANCE THE MOST-USED ENTRANCES
AND EXITS FOR AUTOMOBILE TOURS

PLACE	PAGE	PLACE	PAGE
*Albany, N. Y.....	105	Newburyport, Mass.....	555
Auburn, Me.....	734	New Britain, Conn.....	153 & 217
Augusta, Me.....	730	New Haven, Conn.....	143
Bangor, Me.....	736	New London, Conn.....	235
Bellows Falls, Vt.....	468	*New Rochelle, N. Y.....	71
Bennington, Vt.....	671	*New York City.....	65
Bethel, Conn.....	191	Newport, R. I.....	287 & 525
Bethel, Me.....	659 & 721	North Adams, Mass.....	123 & 681
Biddeford, Me.....	714	Northampton, Mass.....	413 & 495
Boston, Mass.....	304-305	Norwalk, Conn.....	69 & 202
Brattleboro, Vt.....	468	Norway, Me.....	659 & 721
Bridgeport, Conn.....	69 & 169	Pawtucket, R. I.....	264
Bridgeton, Me.....	659 & 721	*Peekskill, N. Y.....	96
Brockton, Mass.....	353 & 530	Pittsfield, Mass.....	419
Burlington, Vt.....	694	Plymouth, Mass.....	359 & 547
Central Falls, R. I.....	264	Plymouth, N. H.....	558 & 628
*Cold Spring, N. Y.....	96	*Portchester, N. Y.....	71
Concord, N. H.....	585	Portsmouth, N. H.....	555
Cranston, R. I.....	264	Portland, Me.....	713
Danbury, Conn.....	191	*Poughkeepsie, N. Y.....	100
Fall River, Mass.....	281 & 522	Providence, R. I.....	264
*Fishkill Landing, N. Y.....	96	†Quebec, P. Q.....	757
Gardner, Mass.....	325 & 465	Quincy, Mass.....	359
Gloucester, Mass.....	334 & 562	Rutland, Vt.....	671
Greenfield, Mass.....	461	Saco, Me.....	714
Hartford, Conn.....	213	Salem, Mass.....	331 & 559
Haverhill, Mass.....	346	Springfield, Mass.....	397
Holyoke, Mass.....	413 & 495	†St. John, N. B.....	751
*Hudson, N. Y.....	102	Stamford, Conn.....	69 & 201
*Kinderhook, N. Y.....	104	Taunton, Mass.....	348 & 519
Lawrence, Mass.....	345 & 513	*Troy, N. Y.....	106
Lewiston, Me.....	734	*Wappingers Falls, N. Y....	96
Lowell, Mass.....	499 & 564	Waterbury, Conn.....	167
Lynn, Mass.....	331 & 559	Westfield, Mass.....	401 & 445
Manchester, N. H.....	507 & 599	White Plains, N. Y.....	85
Meriden, Conn.....	153 & 217	Willimantic, Conn.....	230 & 295
Middletown, Conn.....	153 & 217	Worcester, Mass.....	375
Nashua, N. H.....	506 & 600	*Yonkers, N. Y.....	96
New Bedford, Mass.....	518		

Dark-face type indicates center of Complete Section in New England Volume; numbers in these cases usually refer to title-pages.

* New York State map; † Canadian Map—used here for convenience of tourists making interstate runs.

MONOGRAM

(OIL)

“Best
for
Your
Engine”



¶ It is better known and more widely used than any Automobile Lubricant on the market

¶ The most experienced drivers use it. The most careful owners demand it

¶ Grades suitable for all cars

Write for catalogue

5,000 Dealers carry it in stock

USE NO OTHER



Columbia Lubricants Com-
pany of New York

116 Broad Street

New York City

GENERAL INDEX

Place	Page
ALBANY, N. Y.	
Poughkeepsie to Albany.....	106
Albany to Pittsfield.....	116 & 118
Albany to Poughkeepsie.....	125
Pittsfield to Albany.....	423 & 426
AMENIA, N. Y.	
New York to Pittsfield (direct)...	94
Poughkeepsie to Pittsfield.....	113
Pittsfield to Poughkeepsie.....	433
Pittsfield to New York (direct)...	457
AMHERST, MASS.	
Springfield-Amherst-Greenfield....	416
Greenfield-Amherst-Springfield....	495
ANDOVER, CONN.	
Hartford to Providence.....	229
Providence to Hartford.....	295
ANDOVER, MASS.	
Boston to Lawrence.....	345
Lawrence to Boston.....	513
ANSONIA, CONN.	
Connection to, from Bridgeport- Waterbury line.....	79
Connection to, from Waterbury- Bridgeport line.....	168
ARLINGTON, MASS.	
Boston to Greenfield.....	321
Boston to Lowell.....	339 & 343
Greenfield to Boston.....	467
Lowell to Boston.....	500 & 504
ARLINGTON, VT.	
Pittsfield to Manchester, Vt.....	453
Manchester to Pittsfield.....	682
ASHLEY FALLS, MASS.	
Waterbury to Pittsfield.....	179
Litchfield to Pittsfield.....	182
Pittsfield to Waterbury.....	437
ATHOL, MASS.	
Boston to Greenfield.....	326
Worcester.....	395
Greenfield to Boston.....	463
Worcester to Athol and Athol to	
AUBURN, ME.	
Portland to Rangeley Lakes.....	734
AUGUSTA, ME.	
Portland to Rangeley Lakes.....	730
Portland to Bangor.....	735
AYER, MASS.	
Boston to Greenfield.....	323
Greenfield to Boston.....	466

B

BABYLON, L. I.	
New York-L. I.-New England.....	138
New London-L. I.-New York.....	260
BANGOR, ME.	
Portland to Bangor.....	737 & 738
Bangor to St. Lawrence River.....	742
Bangor to Moosehead Lake.....	744
BAR HARBOR, ME.	
Portland to Bar Harbor.....	739
BARNSTABLE, MASS.	
Wareham-Cape Cod-North Shore....	537
Orleans to Wareham.....	545
BARRE, MASS.	
Worcester to Athol and Athol to Worcester.....	395
BATH, ME.	
Portland to Bangor.....	737
Portland to St. John, N. B.....	749
Calais to Portland.....	756
BATH, N. H.	
Greenfield to White Mountains....	475
White Mountains to Greenfield....	614

BEACON FALLS, CONN.	
Bridgeport to Waterbury.....	79
New Haven to Waterbury.....	158
Waterbury to Bridgeport.....	168
Waterbury to New Haven.....	172
BEDFORD, MASS.	
Boston to Lowell.....	243
Lowell to Boston.....	504
BEDFORD, N. Y.	
New York to Danbury.....	87
New York to Berkshires (direct)...	93
Danbury to New York.....	192
Pittsfield to New York (direct)...	457
BELFAST, ME.	
Portland to Bangor.....	738
Portland to St. John, N. B.....	749
Calais to Portland, Me.....	756
BELLOWS FALLS, VT.	
Greenfield to White Mountains....	471
Bel lows Falls to Rutland.....	488
White Mountains to Greenfield....	618
Rutland to Bellows Falls.....	684
BENNINGTON, VT.*	
Troy to Bennington.....	671
Pittsfield to Manchester, Vt.....	451
Troy route.....	486
Brattleboro to Bennington.....	492
Bennington to Rutland.....	673
Bennington to Burlington.....	675
Rutland to Bennington.....	678
Bennington to Troy.....	679
Bennington to Greenfield.....	680
Manchester to Pittsfield.....	682
Bennington to Brattleboro.....	693
Connection to, from Greenfield- Burlington to Bennington.....	699
BERLIN, CONN.	
New Haven to Hartford.....	152
Hartford to New Haven.....	216
BERLIN, N. H.	
Round trip to Dixville Notch.....	644 & 648
BERNARDSTON, MASS.	
Greenfield to White Mountains....	469
Greenfield-Northfield-Brattleboro..	481
Bretton Woods to Greenfield.....	619
BETHEL, CONN.	
Bridgeport to Danbury.....	81
Waterbury to Danbury.....	189
Danbury to Bridgeport.....	202
BETHELE, ME.	
Poland Spring to White Mts.....	663
White Mts. to Poland Spring.....	723
BETHLEHEM, N. H.	
Greenfield to White Mountains....	476
Concord to White Mountains....	594
White Mountains to Concord.....	627
White Mountains to Greenfield....	613
White Mountains to Burlington....	639
via Twin Mountain House.....	652
Burlington to White Mountains....	705
Connection to, from Dixville Notch	
BEVERLY, MASS.	
Boston to Newburyport.....	329
Boston to Gloucester.....	333
Gloucester to Boston.....	337
Newburyport to Boston.....	558
BIDDEFORD, ME.	
Portsmouth to Portland.....	578
Portland to Portsmouth.....	714
BILLERICA, MASS.	
Boston to Lowell.....	339 & 343
Lowell to Boston.....	500 & 503
BOSTON, MASS.	
See page 17.	
BOURNE, MASS.	
Wareham to Falmouth.....	539
Falmouth to Wareham.....	542
Bourne to Plymouth.....	543

*Section Center: dark face type refers to title page, listing all outbound routes.

Some Inter- esting Tire Facts



The
Hartford
Rubber
Works
Company

DO you know that Hartford Tires for 1907 made by far the biggest increase in output of any factory in the world?

Do you know that literally thousands of automobile owners, who have heretofore sworn by other makes, and thought they were using the best, have adopted Hartfords?

Do you know that more hill-climbing, track, speed and touring events were won on Hartford Tires in 1907 than on any other make?

Do you know that Hartford Tires stand higher to-day in the esteem of professional automobile drivers, chauffeurs and dealers than any other tire?

Do you know that Hartford Tires will outwear any other make under the same conditions and give greater satisfaction?

Do you know that Midgley Universal Rims have made a clean sweep?

Well, it's a fact. Over 80 per cent. of the Quick Detachable Rims in use are Midgleys

There must be a reason for all this—and there is: Quality, Quality, Quality, Quality, and again Quality

That's it

We know absolutely that we are putting into Hartford Tires better material, and more of it, than any tire made anywhere at any price

A set of Hartford Tires on your car will prove all the above and more

Better write to-day for a copy of our new tire catalogue and information about the Hartford Midgley Tread non-skid tires. We will also include a copy of our new folder, "How to Put on a Clincher Tire"

HARTFORD, CONN.

NEW YORK, Broadway and 57th St.; CHICAGO, 83 Michigan Ave.; BOSTON, 817 Boylston St.; DETROIT, 256 Jefferson Ave.; DENVER, 1564 Broadway; PHILADELPHIA, 1425 Vine St.; ATLANTA, GA., 55 Auburn Ave.

AGENCIES

Gugler Electric Mfg. Co., Minneapolis; Mercantile Lumber & Supply Co., Kansas City; F. P. Keenan Co., Portland (Ore.); Salt Lake Hardware Co., Salt Lake City; Compania Mexicana De Vehiculos Electricos, City of Mexico; Chanslor & Lyon Motor Supply Co., Los Angeles and San Francisco, Calif.

GENERAL INDEX

Place	Page
BOSTON, MASS.*	303
New London to Boston.....	252
Providence to Boston.....	270 & 272
Newport to Boston.....	300
Boston to Providence.....	307 & 312
Boston to Worcester.....	314, 317 & 319
Boston to Greenfield.....	321
Boston to Newburyport.....	327
Boston to Gloucester.....	333
Gloucester to Boston.....	338
Boston to Lowell.....	339, 341 & 342
Boston to Lawrence.....	344
Boston-Fall River-Newport.....	347
Boston to New Bedford.....	351
Boston to Cape Cod.....	352
Boston to Plymouth.....	356 & 364
Boston to New London.....	369
Plymouth to Boston.....	364 & 369
Boston to Keene.....	371
Worcester to Boston.....	380, 381, 383 & 385
Greenfield to Boston.....	467
Lowell to Boston.....	501, 503 & 504
Lawrence to Boston.....	514
New Bedford to Boston.....	520
Wareham to Boston.....	532
Newburyport to Boston.....	561
BRADFORD, VT.	
Greenfield to White Mountains.....	475
Claremont to Concord.....	605
Concord to Claremont.....	605
Bretton Woods to Greenfield.....	615
BRANCHVILLE, CONN.	
Norwalk to Danbury.....	82
Danbury to Norwalk.....	201
BRANDON, VT.	
Rutland to Burlington.....	674
Burlington to Rutland.....	696
BRANFORD, CONN.	
New Haven to New London.....	159
New London to New Haven.....	245
BRATTLEBORO, VT.	
Greenfield to White Mountains.....	471
Greenfield-Northfield-Brattleboro.....	481
Brattleboro to Concord.....	489
Brattleboro to Keene.....	490
Brattleboro to Bennington.....	491 & 492
Greenfield to Burlington.....	496
Concord to Brattleboro.....	603
Manchester to Brattleboro.....	604
White Mountains to Greenfield.....	618
Bennington to Brattleboro.....	693
BRETTON WOODS, N. H.*	611
Greenfield to White Mountains.....	477
Portsmouth to White Mountains.....	572
Concord to White Mountains.....	591 & 597
White Mts. to Greenfield.....	613
White Mts. to Portsmouth.....	621
White Mts. to Concord.....	626
White Mts. to Portland.....	633
Round trip to Dixville Notch.....	640 & 647
White Mts. to Poland Spring.....	656
Poland Spring to White Mts.....	665
White Mts. to Manchester, Vt.....	665
Manchester to White Mts.....	692
White Mts. to Burlington.....	639
Burlington to White Mountains.....	705
Poland Spring to White Mts.....	722
White Mts. to Poland Spring.....	722
Portland to White Mountains.....	728
BREWSTER, N. Y.	
New York to Danbury.....	91
Peekskill to Danbury.....	109
Poughkeepsie to Danbury.....	111
Danbury to New York.....	196
Danbury to Peekskill.....	208
Danbury to Poughkeepsie.....	210
BRIARCLIFF MANOR, N. Y.	
New York to Danbury.....	89
Danbury to New York.....	198
BRIDGEPORT, CONN.	
New York to New Haven.....	77
Bridgeport to Waterbury.....	78
Bridgeport to Danbury.....	81
New Haven to New York.....	147
Waterbury to Bridgeport.....	170
Danbury to Bridgeport.....	203

Place	Page
BRIDGEWATER, MASS.	
Boston to Cape Cod.....	354
Cape Cod to Boston.....	531
BRIDGTON, ME.	
White Mountains to Portland.....	635 & 636
White Mts. to Poland Spring.....	661
Poland Spring to White Mts.....	718
Portland to White Mountains.....	726
BRISTOL, CONN.	
Waterbury to Hartford.....	175
Hartford to Waterbury.....	224
BRISTOL, N. H.	
Concord to White Mountains.....	589
White Mountains to Concord.....	629
White Mts. to Manchester, Vt.....	667
Manchester to White Mts.....	690
BRISTOL, R. I.	
Connection through from Providence-Fall River-Newport routes.....	285
BROCKTON, MASS.	
Taunton to Nantasket Beach.....	291
Boston to Cape Cod.....	354
Wareham to Boston.....	532
BROOKFIELD, MASS.	
Worcester to Springfield.....	386
Springfield to Worcester.....	407
BROOKLINE, MASS.	
Boston to Worcester.....	314 & 317
Worcester to Boston.....	378 & 383
BRUNSWICK, ME.	
Portland to Rangeley Lakes.....	729
Portland to Bangor.....	735 & 737
Portland to St. John, N. B.....	748
Calais to Portland, Me.....	756
BUCKSPORT, ME.	
Portland to Bar Harbor.....	739
Calais to Portland, Me.....	756
BURLINGTON, MASS.	
Boston to Lowell.....	339
Lowell to Boston.....	500
BURLINGTON, VT.*	694
Greenfield to Burlington.....	497
White Mountains to Burlington.....	640
Rutland to Burlington.....	674 & 678
Bennington to Burlington.....	677 & 678
Burlington to Salisbury.....	695
Burlington to Rutland.....	695 & 696
Burlington to Bennington.....	698
Burlington to Troy & Albany.....	699
Burlington to Pittsfield (note).....	700
Burlington to Saratoga.....	701
Burlington to White River Jet.....	702
Burlington to Newport.....	706
Burlington to Montreal.....	707
Burlington to Grand Isle.....	708
Burlington to White Mts.....	704
BUZZARDS BAY, MASS.	
Wareham to Plymouth.....	528
Cape Cod to North Shore.....	536
Wareham to Falmouth.....	539
Wareham to Chatham.....	540
Falmouth to Wareham.....	542
Orleans to Wareham.....	545
Chatham to Wareham.....	550
C	
CALAIS, ME.	
Portland to St. John, N. B.....	749
Calais to Portland, Me.....	756
CAMBRIDGE, MASS.	
Boston to Greenfield.....	321
Boston to Lowell.....	339 & 342
Greenfield to Boston.....	467
Lowell to Boston.....	500 & 504
CANAAN, CONN.	
Waterbury to Pittsfield.....	179
Litchfield to Pittsfield.....	182
Danbury to Pittsfield.....	185
Pittsfield to Waterbury.....	437 & 440
Pittsfield to Danbury.....	442

*Section Center: dark face type refers to title page, listing all outbound routes.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

PROOF

It is not very often that the owner of an automobile has anything complimentary to say about tires. I have one of your make tires on my Thomas Flyer which has given 7,400 miles of service, with no repairs whatever; certainly an unexpected and very flattering result. I think, in justice to the makers of such a tire, that congratulations are due you.

Yours truly,

JOHN H. GIBSON,

Ass't Manager Gibson Coal Mining Co., Des Moines.

YOU can have the same kind of service by using the same kind of tires

Get the Specifying Habit

Tell the Dealer that you want
MORGAN & WRIGHT Tires



MORGAN & WRIGHT

DETROIT

Branches, Agencies or Dealers Everywhere

GENERAL INDEX

Place	Page
CAPE COD, MASS.	
Principal routes listed on page 517.	
Minor routes outlined pages 550-552.	
CARMEL, N. Y.	
New York to Danbury.....	91
Peekskill to Danbury.....	108
Poughkeepsie to Danbury.....	111
Danbury to New York.....	196
Danbury to Poughkeepsie.....	210
Danbury to Peekskill.....	209
CASTLETON CORNERS, VT.	
Rutland to Saratoga.....	685
Burlington to Rutland.....	698
Burlington to Bennington.....	698
Burlington to Troy.....	699
Burlington to Saratoga.....	701
CENTRAL VILLAGE, CONN.	
Hartford to Providence.....	230
New London to Worcester.....	246
New London to Boston.....	251
Boston to New London.....	370
CHATHAM, MASS.	
Wareham to Chatham.....	541
Falmouth to Chatham.....	544
Chatham to Falmouth.....	547
Chatham to Wareham.....	549
CHATHAM, N. Y.	
Hudson to Pittsfield.....	116
Albany to Pittsfield.....	117
Pittsfield to Albany.....	421
Pittsfield to Hudson.....	434
CHESHIRE, CONN.	
New Haven to Waterbury.....	157
Waterbury to New Haven.....	170
CHESTER, MASS.	
Springfield to Pittsfield.....	400 & 402
Pittsfield to Springfield.....	446 & 447
CHICOPEE & CHICOPEE FALLS, MASS.	
Connections to and through, from	
Springfield.....	415
Connections to Springfield through.....	496
CLAREMONT, N. H.	
Greenfield to White Mountains.....	471
Concord to Claremont.....	605
Claremont to Concord.....	605
White Mountains to Greenfield.....	617
White Mts. to Manchester, Vt.....	668
Manchester to White Mts.....	687
CLAVERACK, N. Y.	
Hudson to Pittsfield.....	115
Pittsfield to Hudson.....	434
CLINTON, CONN.	
New Haven to New London.....	160
New London to New Haven.....	244
CLINTON, MASS.	
Worcester to Lowell.....	392
Lowell to Worcester.....	510
COHASSET, MASS.	
Boston to Plymouth.....	359
Plymouth to Boston.....	367
COLD SPRING, N. Y.	
New York to Poughkeepsie.....	100
Poughkeepsie to New York.....	129 & 130
COLEBROOK, N. H.	
Round trip to Dixville Notch.....	642 & 649
CONCORD, MASS.	
Boston to Greenfield.....	322
Greenfield to Boston.....	466
CONCORD, N. H.*	
Brattleboro to Concord.....	585
Lowell to Concord.....	489
Portsmouth to Concord.....	509
Concord to White Mts.....	582 & 583
Concord to Lowell.....	587
Concord to Portsmouth.....	598
Concord to Brattleboro.....	601 & 602
Concord to Claremont.....	603
Claremont to Concord.....	604
White Mts. to Concord.....	605
White Mts. to Concord.....	631 & 632

Place	Page
CONWAY, N. H.	
Portsmouth to White Mountains.....	571
White Mountains to Portsmouth.....	623
CRAWFORD HOUSE, N. H.	
Portsmouth to White Mountains.....	572
Concord to White Mountains.....	597
White Mountains to Portsmouth.....	621
White Mountains to Portland.....	633
Round trip to Dixville Notch.....	646 & 647
White Mts. to Poland Spring.....	656
Poland Spring to White Mts.....	719
Portland to White Mountains.....	728
CROTON LAKE, N. Y.	
New York to Danbury.....	89
Danbury to New York.....	198
CROTON-ON-HUDSON, N. Y.	
New York to Poughkeepsie.....	97
Poughkeepsie to New York.....	131
CUMMINGTOWN, MASS.	
Springfield-Northampton-Pittsfield.....	403
Pittsfield-Northampton-Springfield.....	448
Pittsfield to Greenfield.....	454
Greenfield to Pittsfield.....	487

D

DALTON, MASS.	
Springfield-Northampton-Pittsfield.....	403
Springfield-Worthington-Pittsfield.....	404
Pittsfield-Northampton-Springfield.....	448
Pittsfield-Worthington-Springfield.....	449
Greenfield to Greenfield.....	454
Greenfield to Pittsfield.....	488
DANBURY, CONN.*	
Bridgeport to Danbury.....	167
Norwalk to Danbury.....	81
Stamford to Danbury.....	83
New York to Danbury.....	87 & 92
Peekskill to Danbury.....	109
Poughkeepsie to Danbury.....	111
New Haven to Danbury.....	163
Danbury to Pittsfield.....	184
Waterbury to Danbury.....	191
Danbury to New York.....	192 & 196
Danbury to Stamford.....	200
Danbury to Norwalk.....	201
Danbury to Bridgeport.....	202
Danbury to New Haven.....	203
Danbury to Waterbury.....	204
Danbury to Peekskill.....	207
Danbury to Poughkeepsie.....	210
Pittsfield to Danbury.....	443
DANBURY, N. H.	
White Mts. to Manchester, Vt.....	667
Manchester to White Mts.....	690
DANIELSONVILLE, CONN.	
New London to Worcester.....	246
New London to Boston.....	251
Boston to New London.....	370
Worcester to New London.....	389
DARIEN, CONN.	
New York to New Haven.....	75
New Haven to New York.....	147
DEDHAM, MASS.	
New London to Boston.....	252
Providence to Boston.....	269
Boston to Providence.....	307
Boston to New London.....	369
DEERFIELD, MASS.	
Springfield to Greenfield.....	414
Pittsfield to Greenfield.....	455
Greenfield to Pittsfield.....	486
Greenfield to Springfield.....	492
DENNIS, MASS.	
Wareham-Cape Cod-North Shore.....	537
Orleans to Wareham.....	545
DERBY, CONN.	
Bridgeport to Waterbury.....	79
New Haven to Danbury.....	163
Waterbury to Bridgeport.....	168
Waterbury to Bridgeport.....	168
Danbury to New Haven.....	203

*Section Center: dark face type refers to title page, listing all outbound routes.

Over 21,000 Miles of Road Description



THE OFFICIAL AUTOMOBILE BLUE BOOK CAR

Have been written for 1908 from data collected by personally covering every mile with

The Official Automobile Blue Book Car

EQUIPPED WITH A

Warner Auto-Meter

Every turn and landmark has been measured and written to the tenth of a mile. It is important to have the exact mileage while touring, in order to follow directions accurately.

Have a WARNER AUTO-METER put on your car and avoid the annoyance of recording inaccurate speeds and distances.

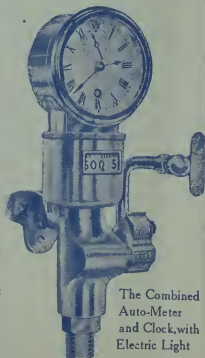
Fight shy of cheap speed indicators. Prices may allure, but quality will endure.

All dealers say: "Get a Warner Auto-Meter for Accuracy, Reliability and Durability."

Write for a Warner Catalogue. It gets at the heart of the question.

Warner Instrument Co.

Beloit, Wisconsin



The Combined
Auto-Meter
and Clock, with
Electric Light

GENERAL INDEX

Place	Page
DIGHTON, MASS.	
Newport to Boston.....	299
Boston-Fall River-Newport.....	349
DIXFIELD, ME.	
White Mts. to Rangeley.....	655
Rangeley to White Mts.....	745
DIXVILLE NOTCH, N. H.	
Round trip to Dixville Notch.....	643 & 649
DOBBS FERRY, N. Y.	
New York to Poughkeepsie.....	95
Poughkeepsie to New York.....	132
DOVER, N. H.	
Portsmouth to White Mountains.....	569
Portsmouth to Plymouth.....	574
Portsmouth to Concord.....	581
Concord to Portsmouth.....	601
White Mountains to Portsmouth.....	625
Plymouth to Portsmouth.....	626
DOVER PLAINS, N. Y.	
New York to Berkshires.....	93
Pittsfield to New York (direct).....	457
E	
EAGLE BRIDGE, N. Y.	
Troy to Bennington.....	124 & 679
Burlington to Troy.....	699
EAST GREENWICH, R. I.	
New London to Providence.....	241
Providence to New London.....	273
Providence to Newport.....	286
Newport to Providence.....	288
EAST NORTHFIELD, MASS.	
Greenfield-Brattleboro local routes.....	480-481
EDMUNDSTON, ME.	
Bangor to St. Lawrence River.....	742
ELLSWORTH, ME.	
Portland to Bar Harbor.....	739
Portland to St. John, N. B.....	749
Calais to Portland, Me.....	756
ELMSFORD, N. Y.	
New York to Danbury.....	89
Danbury to New York.....	199
ENFIELD, CONN.	
Hartford to Springfield.....	220 & 221
Springfield to Hartford.....	408
ERROL, N. H.	
Round trip to Dixville Notch.....	644 & 649
ESSEX, MASS.	
Gloucester to Newburyport.....	335
Newburyport to Gloucester.....	562
EXETER, N. H.	
Portsmouth to Concord.....	582
Portsmouth to Manchester.....	582
Concord to Portsmouth.....	602
Manchester to Portsmouth.....	602
F	
FABYANS, N. H.	
Greenfield to White Mountains.....	477
Concord to White Mts.....	591
White Mountains to Greenfield.....	613
White Mts. to Concord.....	626
Round trip to Dixville Notch.....	640
Round trip to Dixville Notch.....	640 & 651
Poland Spring to White Mts.....	665
White Mts. to Manchester, Vt.....	665
Manchester to White Mts.....	692
Burlington to White Mts.....	705
FAIRFIELD, CONN.	
New York to New Haven.....	77
New Haven to New York.....	147
FAIRHAVEN, MASS.	
New Bedford to Wareham.....	527
Wareham to New Bedford.....	533

Place	Page
FALL RIVER, MASS.	
Providence-Fall River-Newport.....	281
Newport-Fall River-Providence.....	283
Providence to New Bedford.....	289
Newport to Boston.....	298
Newport to New Bedford.....	301
Boston-Fall River-Newport.....	350
New Bedford-Fall River-Providence.....	523
New Bedford-Fall River-Newport.....	524
FALMOUTH, MASS.	
Wareham to Falmouth.....	539
Falmouth to Wareham.....	542
Falmouth to Chatham.....	544
Chatham to Falmouth.....	548
FARMINGTON, CONN.	
Connection to, from Waterbury- Hartford route.....	173
Hartford to Pittsfield.....	226
Pittsfield to Hartford.....	444
FARMINGTON, ME.	
Portland to Rangeley Lakes.....	734
FENWICK PT., CONN.	
See Saybrook (old).	
FISHKILL LANDING, N. Y.	
New York to Poughkeepsie.....	101
Poughkeepsie to New York.....	129
FISHKILL PLAINS, N. Y.	
Poughkeepsie to Danbury.....	110
FISHKILL VILLAGE, N. Y.	
New York to Poughkeepsie.....	99
Poughkeepsie to New York.....	129
FITCHBURG, MASS.	
Boston to Greenfield.....	324
Worcester to Fitchburg.....	392
Greenfield to Boston.....	466
Fitchburg to Worcester.....	483
FLORENCE, MASS.	
Springfield-Northampton-Pittsfield.....	403
Pittsfield-Northampton-Springfield.....	448
FLUME HOUSE, N. H.	
Concord to White Mts.....	590
White Mts. to Concord.....	628
White Mts. to Manchester, Vt.....	666
Manchester, Vt., to White Mts.....	691
FOXBORO, MASS.	
Worcester to Taunton.....	393
Taunton to Worcester.....	521
FRAMINGHAM CENTER, MASS.	
Boston to Worcester.....	320
Worcester to Boston.....	384
FRANCONIA VILLAGE, N. H.	
Lisbon to Profile (local).....	477
Connection to, from Concord-White Mts. route.....	593
White Mts. to Concord.....	628
FRANKLIN, MASS.	
New London to Boston.....	252
Boston to New London.....	370
FRANKLIN, N. H.	
Concord to White Mts.....	589
White Mts. to Concord.....	631 & 632
FRANKLIN FALLS, N. H.	
Concord to White Mountains.....	596
White Mountains to Concord.....	632
FREDERICTON, N. B.	
St. Stephen to St. John, N. B.....	752
St. John, N. B., to Fredericton.....	754
FRYEBURG, ME.	
White Mts. to Portland.....	634, 635 & 636
White Mts. to Poland Spring.....	661
Portland to White Mts.....	725 & 726
Poland Spring to White Mts.....	718

0

Apply this TEST to the

Stevens-Duryea

0

0

HERE'S a simple quality test you can make for yourself prior to purchasing a motor car. Pay a visit to second-hand dealers and consult the "Automobiles for Sale" columns in the newspapers and Automobile Journals. It is obvious that the cars which are the most difficult to secure and depreciate the least in value are the cars of quality.

It is hard to find Stevens-Duryea cars in the second-hand market. They are not built on the change-models-every-year plan; they are not out-of-date in a season. Moreover, the Stevens-Duryea Unit Power Plant and Three Point Support make possible a car of wonderful simplicity and durability. Therefore, the small price depreciation in the Stevens-Duryea when you do find one.

Apply this test when ready to purchase. Measure the Stevens-Duryea with any other car on this basis. The second-hand market is a barometer of automobile quality. Every car then stands on its merits alone.

Send for Descriptive Matter

0

Stevens = Duryea Co.

MEMBER A. L. A. M.

Chicopee Falls, Mass.

0

GENERAL INDEX

Place	Page
GARDINER, ME.	
Portland to Rangeley Lakes.....	730
Portland to Bangor.....	735
GARDNER, MASS.	
Worcester to Gardner.....	391
Boston to Greenfield.....	324
Greenfield to Boston.....	465
Gardner to Worcester.....	482
GILEAD, N. H.	
White Mts. to Rangeley.....	655
Poland Spring to White Mts.....	664
White Mts. to Poland Spring.....	723
Rangeley to White Mts.....	746
GLENS FALLS, N. Y.	
Rutland to Saratoga.....	685
Burlington to Saratoga.....	701
GLOUCESTER, MASS.	
Boston to Gloucester.....	334
Gloucester to Newburyport.....	335
Gloucester to Boston.....	336
Newburyport to Gloucester.....	562
GORHAM, N. H.	
Local connection to, from Twin Mt. House	479
Connection to, from Portsmouth-White Mts. line.....	574
Connection to, from Concord-White Mts. route	595
Round trip to Dixville Notch.....	644 & 648
White Mts. to Rangeley, Me.....	655
Poland Spring to White Mts.....	664
Connection to, from Manchester, Vt.-White Mts. line.....	692
White Mts. to Poland Spring.....	723
Connection to, from Portland-White Mt. route	728
Rangeley, Me., to White Mts.....	746
GOSHEN, CONN.	
Litchfield to Pittsfield.....	132
Pittsfield-Litchfield-Waterbury.....	441
GOSHEN, MASS.	
Pittsfield to Greenfield.....	455
Greenfield to Pittsfield.....	487
GRAND ISLE, VT.	
Burlington to Grand Isle.....	708
GRAY, N. H.	
White Mts. to Portland.....	638
Portland to Poland Spring.....	716
Portland to Rangeley Lakes.....	733
GREAT BARRINGTON, MASS.	
New York to Pittsfield (direct)....	94
Poughkeepsie to Pittsfield.....	113
Hudson to Pittsfield.....	115
Waterbury to Pittsfield.....	180
Litchfield to Pittsfield.....	183
Pittsfield to Poughkeepsie.....	431
Pittsfield to Waterbury.....	436
Pittsfield to New York (direct)....	456
GREENFIELD, MASS.*	461
Troy to Greenfield.....	123
Boston to Greenfield.....	326
Springfield to Greenfield.....	414 & 416
Pittsfield to Greenfield.....	455
Greenfield to Boston.....	463
Greenfield to White Mountains.....	469
Greenfield-Northfield-Brattleboro..	480 & 481
Greenfield to Troy.....	483
Greenfield to Pittsfield.....	486
Greenfield to Rutland.....	488
Greenfield to Springfield.....	492 & 494
Greenfield to Burlington.....	496
Bretton Woods to Greenfield.....	619
White Mountains to Greenfield.....	619
Bennington to Greenfield.....	682
GREENPORT, L. I.	
New York-L. I.-New England.....	137 & 140
New London-L. I.-New York.....	253 & 258
GREENWICH, CONN.	
New York to New Haven.....	73
New Haven to New York.....	149

Place	Page
GROTON, CONN.	
Opposite New London, Conn., which see.	
GROVETON, N. H.	
Round trip to Dixville Notch.....	642 & 650
GUILFORD, CONN.	
New Haven to New London.....	159
New London to New Haven.....	244
H	
HAMILTON-WENHAM, MASS.	
Boston to Newburyport.....	332
Newburyport to Boston.....	558
HAMPTON & HAMPTON FALLS, N. H.	
Newburyport to Portsmouth.....	567
Portsmouth to Newburyport.....	580
HANOVER, N. H.	
Greenfield to White Mountains.....	474
White Mountains to Greenfield.....	615
HARTFORD, CONN.*	213
New Haven to Hartford.....	154 & 156
Waterbury to Hartford.....	174 & 175
Hartford to New Haven.....	215 & 218
Hartford to Springfield.....	219, 221 & 222
Hartford to Waterbury.....	223 & 225
Hartford to Pittsfield.....	226
Hartford to Saybrook.....	227
Hartford to Providence.....	229
Hartford to Worcester.....	232
New London to Hartford.....	249
Willimantic to Hartford.....	250
Providence to Hartford.....	295
Boston to Greenfield.....	323
HARVARD, MASS.	
Worcester to Hartford.....	395
Springfield to Hartford.....	409, 410 & 411
Pittsfield to Hartford.....	444
Greenfield to Boston.....	466
HARWICH, MASS.	
Wareham to Chatham.....	541
Falmouth to Chatham.....	544
Chatham to Falmouth.....	548
Chatham to Wareham.....	549
HASTINGS-ON-HUDSON, N. Y.	
New York to Poughkeepsie.....	95
Poughkeepsie to New York.....	132
HAVERHILL, MASS.	
Boston to Haverhill.....	346
Lowell to Newburyport.....	512
Newburyport to Lowell.....	563
HAYDENVILLE, MASS.	
Pittsfield to Greenfield.....	455
Greenfield to Pittsfield.....	487
HINGHAM, MASS.	
Boston to Plymouth.....	357
Plymouth to Boston.....	368
HINSDALE, MASS.	
Springfield to Pittsfield.....	404
Pittsfield to Springfield.....	446
HOLDERNESS, N. H.	
Connection to, from Portsmouth-Plymouth route	575
HOLYOKE, MASS.	
Springfield to Greenfield.....	411 & 415
Greenfield to Springfield.....	494 & 495
HOOKSETT, N. H.	
Lowell to Concord.....	509
Concord to Lowell.....	599
HOPEWELL CHURCH, N. Y.	
Poughkeepsie to Danbury.....	110
Danbury to Poughkeepsie.....	210
HUDSON, N. Y.	
Poughkeepsie to Albany.....	103
Hudson to Berkshire Hills.....	115
Albany to Poughkeepsie.....	127
Pittsfield to Hudson.....	434

*Section Center: dark face type refers to title page, listing all outbound routes.

The Serviceable Ford



4 Cylinder 15-h.p. Model "S" Roadster \$750

A good catalog, a smooth salesman and a handsome coat of paint come a long way from making a good car, and many a man has found this out after he has paid his money. The catalog and the paint will not run the car and the salesman loses interest after the sale from force of habit, brought on by similar previous experiences; then the buyer has a white elephant on his hands and is sore on automobiles generally.

Know what you are paying for. It's your money and you have a right to insist on getting its full worth. If you buy a car you expect it to accomplish certain definite results; if it does not you are swindled—Don't buy a pig in the poke—that's what 50 per cent. of the automobiles offered for sale to-day are—absolutely unknown quantities with the chances against them.

The Ford car has a record as a serviceable car; the car that will

do things. The record is not the mere talk of a paid salesman but it is the enthusiastic guarantee of 16,000 Ford owners.

If you want a car that will cover more territory in less time, at less cost than any other car, that's the Ford. If you want the car that's saving on tires, gasoline, oil and repairs, that's the Ford—cheaper than a horse.

Not because we say so, but because we make it so, and sixteen thousand cars prove it. Ford is the car that lasts longest and costs least while it lasts.

Such a car is worth paying more money for. That we are able to sell it for less is your good fortune, brought about by the Ford system of quantity production and manufacturing facilities.

Prices \$600 for a 4-cyl. 15-h. p. runabout, to \$2,800 for a 6-cyl., 40-h. p. touring car—contain all the good qualities that double-the-price cars claim.

—SEND FOR CATALOG—

FORD MOTOR CO.

277 Piquette Avenue

Detroit, Mich.

GENERAL INDEX

Place	Page
HUNTINGTON, L. I.	
New York, L. I., New England.....	135
New London, L. I., New York.....	256

HUNTINGTON, MASS.	
Springfield to Pittsfield.....	404
Pittsfield to Springfield.....	449

HYANNIS, MASS.	
Wareham to Chatham.....	541
Falmouth to Chatham.....	544
Chatham to Falmouth.....	548
Chatham to Wareham.....	549

HYDE PARK, N. Y.	
Poughkeepsie to Albany.....	102
Albany to Poughkeepsie.....	127

I.

INTERVALE, N. H.	
Portsmouth to White Mountains.....	571
Concord to White Mountains.....	596
White Mountains to Poland Spring.....	660
White Mountains to Portsmouth.....	623
White Mountains to Portland, Me.....	634
Poland Spring to White Mountains.....	719
Portland to White Mountains.....	726

IPSWICH, MASS.	
Boston to Newburyport.....	332
Gloucester to Newburyport.....	335
Newburyport to Boston.....	558
Newburyport to Gloucester.....	561

J

JACKMAN, ME.	
Quebec to Rangeley Lake.....	758
Jackman to Waterville.....	758

JACKSON, N. H.	
Connection to, from Portsmouth—	
White Mountains line.....	573
Round trip to Dixville Notch.....	645 & 648
Connection to from Portland—	
White Mountains route.....	728

JAMAICA, L. I.	
New York, L. I., New England....	
.....	135 and 137
New London, L. I., New York.....	
.....	257 and 260

JEFFERSON, MASS.	
Worcester to Gardner.....	390
Gardner to Worcester.....	482

JEFFERSON, N. H.	
Local connections to, from Littleton	
and Whitefield	478
Local connections to, from Twin	
Mountain House	479
Connection to, from Portsmouth—	
White Mountains line.....	574
Connection to, from Concord-White	
Mountains route	593
Round trip to Dixville Notch.....	641 & 650
Connection to, from Manchester,	
Vt.-White Mountains line.....	692

JERICO, L. I.	
New York-L. I.-New England.....	135
New London-L. I.-New York.....	257

JEWETT CITY, CONN.	
New London to Worcester.....	246
New London to Boston.....	251
Boston to New London.....	370

K

KEENE, N. H.	
Boston to Keene.....	372
Keene to Boston.....	372
Brattleboro to Concord.....	489
Brattleboro to Keene.....	490
Concord to Brattleboro.....	603
Manchester to Brattleboro.....	604

KENNEBUNK, ME.	
Portsmouth to Portland.....	578
Portland to Portsmouth.....	715

Place	Page
KENT, CONN.	
Danbury to Pittsfield.....	185
Pittsfield to Danbury.....	442

KINDERHOOK, N. Y.	
Poughkeepsie to Albany.....	103
Albany to Poughkeepsie.....	126

KINGSTON, N. Y.	
Connection to, by Rhinecliff Ferry	
from Poughkeepsie-Albany route.....	102
Connection to, by Rhinecliff Ferry	
from Albany-Poughkeepsie route.....	127

L

LACONIA, N. H.	
Concord to White Mountains.....	596
White Mountains to Concord.....	632

LAKE MAHOPAC, N. Y.	
New York to Danbury.....	91
Peekskill to Danbury.....	107
Danbury to New York.....	198
Danbury to Peekskill.....	209

LAKE MOHEGAN, N. Y.	
Peekskill to Danbury.....	107
Danbury to Peekskill.....	209

LAKEVILLE, CONN.	
New York to Berkshires.....	94
Poughkeepsie to Pittsfield.....	113
Pittsfield to Poughkeepsie.....	431
Pittsfield to New York (direct).....	457

LANCASTER, N. H.	
Local connection to from Littleton	
and Whitefield	478
Round trip to Dixville Notch.....	641 & 650

LANESBORO, MASS.	
Pittsfield to Manchester, Vt.....	451
Manchester to Pittsfield.....	683

LARCHMONT, N. Y.	
New York to New Haven.....	71
New Haven to New York.....	150

LAWRENCE, MASS.	
Boston to Lawrence.....	345
Lowell to Newburyport.....	512
Lawrence to Boston.....	513
Newburyport to Lowell.....	564

LEBANON SPRINGS, N. Y.	
Albany to Pittsfield.....	119
Troy to Pittsfield.....	120
Pittsfield to Albany.....	425
Pittsfield to Troy.....	429

LEE, MASS.	
Pittsfield to Springfield.....	444
Springfield to Pittsfield.....	400

LEICESTER, MASS.	
Worcester to Springfield.....	385
Springfield to Worcester.....	407

LENOX, MASS.	
New York to Berkshires.....	94
Poughkeepsie to Pittsfield.....	114
Albany to Pittsfield.....	117
Waterbury to Pittsfield.....	180
Litchfield to Pittsfield.....	183
Springfield to Pittsfield.....	401
Pittsfield to Albany.....	421
Pittsfield to Poughkeepsie.....	429
Pittsfield to Waterbury.....	435
Pittsfield to Springfield.....	444
Pittsfield to New York (direct).....	456

LEOMINSTER, MASS.	
Worcester to Fitchburg.....	392
Fitchburg to Worcester.....	483

LEWISTON, ME.	
Connection to, from Auburn, Me.....	732

LÉXINGTON, MASS.	
Boston to Greenfield.....	322
Boston to Lowell.....	343
Greenfield to Boston.....	467
Lowell to Boston.....	504

Studebaker

AUTOMOBILES

Combine simplicity and strength
with remarkable endurance

While not a racing machine in any sense of the word, the fact that the Studebaker has been so successful in every long distance endurance event in which it has taken part during the past year demonstrates beyond doubt its great reliability.

We quote just two instances: The 24-hour race at Morris Park where the Studebaker ran for 24 hours without an adjustment of any kind and finished second among 19 competitors of more horse-power and greater speed.

The 2,000 mile New York to Fort Leavenworth run in midwinter through snow and mud, running night and day, without making an adjustment on the engine.

The record of the Studebaker in the hands of private owners is equally as creditable as its public performances. Only stock models ever entered in any event.

3 Models; two of 30 H.P., one of 40 H.P.



Model B, 40 H. P. Touring Car

Studebaker Automobile Company

Main Factory, South Bend, Ind. General Office, Cleveland, O.

GENERAL INDEX

Place	Page
LISBON, N. H.	
Greenfield to White Mountains.....	475
Lisbon to Profile (local).....	477
White Mountains to Greenfield.....	614
LITCHFIELD, CONN.	
Litchfield to Pittsfield.....	182
Waterbury to Litchfield.....	182
Litchfield to Waterbury.....	183
Pittsfield-Litchfield-Waterbury.....	441
Litchfield to Torrington.....	183
Litchfield to Norfolk.....	183
Connection to, from New Milford on Danbury-Pittsfield line.....	186
Norfolk to Torrington.....	440
LITTLETON, MASS.	
Boston to Keene.....	371
Worcester to Lowell.....	392
Lowell to Worcester.....	510
LITTLETON, N. H.	
Greenfield to White Mountains.....	476
son or Lancaster).....	478
White Mountains to Greenfield.....	613
White Mountains to Burlington.....	639
Burlington to White Mountains.....	705
Littleton to Whitefield (for Jeffer-	
LONG ISLAND CITY, N. Y.	
New York-L. I.-New England.....	133 & 137
New London-L. I.-New York.....	257 & 260
LONGMEADOW, MASS.	
Hartford to Springfield.....	220 & 222
Springfield to Hartford.....	408 & 409
LOWELL, MASS.*	499
Boston to Lowell.....	340, 342 & 343
Worcester to Lowell.....	392
Lowell to Boston.....	500, 502 & 503
Lowell to Concord.....	505
Lowell to Worcester.....	510
Lowell to Newburyport.....	511
Newburyport to Lowell.....	565
Concord to Lowell.....	601
LUDLOW, VT.	
Bellows Falls to Rutland.....	488
Rutland to Bellows Falls.....	684
LUNDENBURG, MASS.	
Boston to Greenfield.....	324
Greenfield to Boston.....	466
LYME, CONN.	
New Haven to New London.....	161
Hartford to Saybrook.....	228
New London to New Haven.....	243
LYNN, MASS.	
Boston to Newburyport.....	329
Boston to Gloucester.....	333
Gloucester to Boston.....	337
Newburyport to Boston.....	560

M

MACHIAS, ME.	
Portland to St. John, N. B.....	749
Calais to Portland.....	756
MADISON, CONN.	
New Haven to New London.....	160
New London to New Haven.....	244
MAGNOLIA, MASS.	
Boston to Gloucester.....	334
Gloucester to Boston.....	336
MAINE SECTION*	711
MAMARONECK, N. Y.	
New York to New Haven.....	71
New Haven to New York.....	150
MANCHESTER, CONN.	
Hartford to Providence.....	229
Hartford to Worcester.....	232
Willimantic to Hartford.....	250
Providence to Hartford.....	295
Worcester to Hartford.....	394

Place	Page
MANCHESTER, MASS.	
Boston to Gloucester.....	333
Gloucester to Boston.....	336
MANCHESTER, N. H.	
Lowell to Concord.....	509
Portsmouth to Manchester.....	582
Concord to Lowell.....	599
Manchester to Portsmouth.....	602
MANCHESTER, VT.	
Pittsfield to Manchester.....	453
Brattleboro to Bennington.....	491
White Mountains to Manchester.....	669
Bennington to Rutland.....	673
Bennington to Burlington.....	675
Rutland to Bennington.....	678
Manchester to Pittsfield.....	682
Manchester to White Mountains.....	686
Bennington to Brattleboro.....	693
Burlington to Bennington.....	698
MAPLEWOOD, N. H.	
Location of the Maplewood and cottages, 13-10 miles east of Bethlehem, N. H., which see for routes passing through.	
MARBLEHEAD, MASS.	
Connection to, from Boston-New- buryport route.....	329
MARION, MASS.	
New Bedford to Wareham.....	527
Wareham to New Bedford.....	533
MARLBORO, MASS.	
Boston to Worcester.....	316
Worcester to Boston.....	378
MARTHA'S VINEYARD ISLAND, MASS.	
Notes relative to.....	552
MATTAPAN, MASS.	
Providence-Taunton-Boston.....	271
Newport to Boston.....	299
Boston-Taunton-Providence.....	312
Boston-Fall River-Newport.....	347
New Bedford to Boston.....	520
MATTAWAMKEAG, ME.	
Bangor to St. Lawrence River.....	742
MEDFORD, MASS.	
Boston to Lowell.....	341
Boston to Lawrence.....	344
Lowell to Boston.....	502
Lawrence to Boston.....	514
MEREDITH, N. H.	
Portsmouth to Plymouth.....	575
Meredith to Plymouth.....	597
Plymouth to Portsmouth.....	625
MERIDEN, CONN.	
New Haven to Hartford.....	152
Hartford to New Haven.....	216
MIANUS, CONN.	
New York to New Haven.....	73
New Haven to New York.....	149
MIDDLEBORO, MASS.	
Providence to Plymouth.....	291
New Bedford to Plymouth.....	526
Wareham to Boston.....	531
MIDDLEBURY, CONN.	
Waterbury to Danbury.....	191
Danbury to Waterbury.....	207
MIDDLETOWN, CONN.	
New Haven to Hartford.....	155
Hartford to New Haven.....	218
Hartford to Saybrook.....	227
New London to Hartford.....	248
MILFORD, CONN.	
New York to New Haven.....	77
New Haven to New York.....	146
MILFORD, MASS.	
Taunton to Worcester.....	521
Worcester to Taunton.....	593

*Section Center: dark face type refers to title page, listing all outbound routes.

HAYNES



A Sensible Purchase

Our Model S is 30 H. P. 4-cylinder direct-drive touring car, seating 5, or runabout, costing \$2,500. Fourteen years of experience are embodied in its construction, and for three years it has not been altered.

It contains advanced features of design which are as yet unknown in any other car.

Instead of bevelled gears at the rear axle, for instance, with their noise, thrust, grind and weakness, the Haynes has an exclusive roller-pinion and bevelled-sprocket construction which overcomes all this trouble.

The entire power route is along roller bearings.

The clutch is of unique design, operating like a band brake, making jerking, with its attendant strains, impossible.

In the gear box, too, is a device that makes shocks impossible when speeds are changed. In fact, the most careless chauffeur cannot possibly overstrain the mechanism by his manner of control—an important feature if the car is liable to receive rough treatment.

The cellular radiator is practically nonfreezing.

Ignition is jump-spark from storage battery or dry cells.

Model S, 30 H. P., \$2,500

Model W, 45 H. P., \$3,000

Model U, 60 H. P., \$3,750

For Catalogue Address Desk T 60. Agents Wanted.

HAYNES AUTOMOBILE CO., Kokomo, Ind.

Oldest Automobile Manufacturers in America. Members A. L. A. M.

NEW YORK: 1715 Broadway

CHICAGO: 1702 Michigan Avenue

GENERAL INDEX

Place	Page
MILLBROOK, N. Y.	
Poughkeepsie to Pittsfield.....	112
Pittsfield to Poughkeepsie.....	433
MILLBURY, MASS.	
Providence to Worcester.....	293
Worcester to Providence.....	387
MILLER'S FALLS, MASS.	
Boston to Greenfield.....	326
Springfield-Amherst-Greenfield.....	416
Greenfield to Boston.....	463
Greenfield-Amherst-Springfield.....	495
MILLERTON, N. Y.	
New York to Pittsfield (direct)....	94
Pittsfield to New York (direct)....	457
MILTON LOWER MILLS, MASS.	
Boston to Plymouth.....	356 & 363
Plymouth to Boston.....	365 & 368
MILTON, N. H.	
Portsmouth to White Mountains....	569
White Mountains to Portsmouth....	624
MONTPELIER, VT.	
Greenfield to Burlington.....	497
White Mountains to Burlington.....	639
Burlington to White Mountains....	704
Montpelier to Newport.....	706
Burlington to White River Jet.....	703
MONTREAL, P. Q.	
Burlington to Montreal.....	708
MOOSEHEAD LAKE, ME.	
Portland to Kineo.....	744
MT. HOLYOKE, MASS.	
Connections to Mt. Holyoke.....	415
MT. KISCO, N. Y.	
For location see map, page 86; through routes pass Newcastle Corners (which see in this in- dex), half a mile below.	
MYSTIC (OLD), CONN.	
New London to Providence.....	238
Providence to New London.....	278
MYSTIC BRIDGE, CONN.	
New London to Providence.....	240
Providence to New London.....	278
N	
NAHANT, MASS.	
Not directly reached by the routes of this volume. For locations see map page 331 (near Lynn).	
NANTASKET, MASS.	
Taunton to Nantasket Beach.....	292
Boston to Plymouth.....	357
Plymouth to Boston.....	368
NANTUCKET ISLAND, MASS.	
Notes relative to.....	552
NAPLES.	
White Mts. to Portland.....	635 & 636
White Mts. to Poland Spring.....	661
Poland Spring to White Mts.....	718
Portland to White Mts.....	726
NARRAGANSETT PIER, R. I.	
New London to Providence.....	241
Providence to New London.....	276
NASHUA, N. H.	
Lowell to Concord.....	507
Concord to Lowell.....	600
NATICK, MASS.	
Boston to Worcester.....	318
Worcester to Boston.....	382
NAUGATUCK, CONN.	
Bridgeport to Waterbury.....	79
New Haven to Waterbury.....	158
New Haven to Naugatuck.....	164
Waterbury to Bridgeport.....	168
Waterbury to New Haven.....	172

Place	Page
NEW BEDFORD, MASS.*.....	517
Providence to New Bedford.....	289
Newport to New Bedford.....	301
Boston to New Bedford.....	351
New Bedford to Boston.....	518
New Bedford-Fall River-Providence.....	522
New Bedford-Fall River-Newport.....	524
New Bedford to Plymouth.....	526
New Bedford to Wareham.....	527
Wareham to New Bedford.....	533
NEW BRITAIN, CONN.	
New Haven to Hartford.....	154
Waterbury to Hartford.....	174
Hartford to New Haven.....	216
Hartford to Waterbury.....	223
NEWBURY, MASS.	
Boston to Newburyport.....	332
Newburyport to Boston.....	557
Newburyport to Gloucester.....	561
NEWBURGH, N. Y.	
Connection to, by ferry from New York-Poughkeepsie route.....	101
Connection to, by ferry from Pough- keepsie-New York route.....	129
NEWBURYPORT, MASS.*.....	557
Boston to Newburyport.....	332
Lowell to Newburyport.....	612
Newburyport to Boston.....	557
Newburyport to Gloucester.....	561
Newburyport to Lowell.....	563
Newburyport to Portsmouth.....	565
Portsmouth to Newburyport.....	580 & 581
NEW CANAAN, CONN.	
Stamford to Danbury.....	82
Danbury to Stamford.....	200
NEW CASTLE (PORTSMOUTH), N. H.	
Newburyport to Portsmouth.....	567
Portsmouth to Newburyport.....	579
NEW CASTLE CORNERS, N. Y.	
New York to Danbury.....	86
New York to Berkshires.....	93
Danbury to New York.....	193
Pittsfield to New York (direct)....	457
NEW HARTFORD, CONN.	
Hartford to Pittsfield.....	227
Pittsfield to Hartford.....	443
NEW HAVEN, CONN.*.....	143
New York to New Haven.....	78
New Haven to New York.....	145
New Haven to Hartford.....	151 & 155
New Haven to Waterbury.....	156 & 157
New Haven to New London.....	158
New Haven to Danbury.....	162
New Haven connections to points north and west of, via Seymour	163-165
New Haven connections to Long Island.....	165
Waterbury to New Haven.....	172
Danbury to New Haven.....	203
Hartford to New Haven.....	218 & 219
New London to New Haven.....	245
NEW HACKENSACK, N. Y.	
Poughkeepsie to Danbury.....	110
Danbury to Poughkeepsie.....	211
NEW LONDON, CONN.*.....	213
New Haven to New London.....	162
Hartford to New London.....	229
New London to Providence.....	237 & 239
New London to New Haven.....	242 & 243
New London to Worcester.....	246
New London to Hartford.....	248
New London to Willimantic.....	249
New London to Boston.....	250
Providence to New London.....	278 & 279
Boston to New London.....	371
Worcester to New London.....	390
NEW MILFORD, CONN.*	
Danbury to Pittsfield.....	185
New Milford to Litchfield.....	186
Pittsfield to Danbury.....	442

*Section Center: dark face type refers to title page, listing all outbound routes.

GARFORD *for* RELIABILITY



Garford Motor Car Co. of
New York, New York City
1540-1542 BROADWAY



VARIABLE WEATHER
or
STEADY BAD WEATHER

do not produce road conditions so muddy,
snowy, or slippery that

WEED CHAIN TIRE GRIPS

will not render automobiling *possible and enjoyable*,
and *safe* from dangers of skidding and slipping. Suit-
able for *all seasons*.

FOR SALE BY DEALERS EVERYWHERE

MANUFACTURED BY

Weed Chain Tire Grip Co.

28 Moore Street

New York, N. Y.

GENERAL INDEX

Place	Page	Place	Page
NEWPORT, R. I.		NORTHFIELD, MASS.	
Connection to, from New London- Providence route.....	241	Greenfield-Brattleboro local routes.	480-481
Connection to from Providence- New London route.....	276	NORTH SALEM, N. Y.	
Providence-Fall River-Newport.....	283	New York to Danbury.....	87
Newport-Fall River-Providence.....	283	New York to Pittsfield (direct)....	93
Newport-Saunderstown-Provi- dence.....	287	Danbury to New York.....	192
Providence-Saunderstown-Newport.....	287	Pittsfield to New York (direct)....	457
Newport to Boston.....	298	NORTH STRATFORD, N. H.	
Newport to New Bedford.....	300	Round trip to Dixville Notch.....	642 & 649
Boston-Fall River-Newport.....	350	NORTH WOODSTOCK, N. H.	
New Bedford-Fall River-Newport.....	525	Concord to White Mountains.....	590
NEWPORT, VT.		White Mountains to Concord.....	628
Burlington to Newport.....	706	White Mountains to Manchester, Vt.	666
Montpelier to Newport.....	707	Manchester to White Mountains.....	691
NEW ROCHELLE, N. Y.		NORWALK, CONN.	
New York to New Haven.....	68	New York to New Haven.....	75
New Haven to New York.....	150	Norwalk to Danbury.....	81
NEWTON CENTER, MASS.		New Haven to New York.....	147
Boston to Worcester.....	317 & 320	Danbury to Norwalk.....	201
Worcester to Boston.....	383 & 385	NORWAY, ME.	
NEWTON LOWER FALLS, MASS.		Poland Spring to White Mts.....	663
Boston to Worcester.....	318 & 320	White Mts. to Poland Spring.....	723
Worcester to Boston.....	382 & 384	NORWICH, CONN.	
NEWTOWN, CONN.		New London to Worcester.....	246
Waterbury to Danbury.....	189	New London to Willimantic.....	249
Danbury to Waterbury.....	205	New London to Boston.....	251
NEW YORK CITY.*		Boston to New London.....	371
New York to New Haven.....	68	Worcester to New London.....	390
New York to Danbury.....	83 & 88		
New York to Berkshires.....	93	O	
New York to Poughkeepsie.....	95	ONSET, MASS.	
Poughkeepsie to New York.....	132	Wareham to Plymouth.....	528
Poughkeepsie to New York.....	132	Wareham-Cape Cod-North Shore.....	536
New York-L. I.-New England.....	133 & 137	Wareham to Falmouth.....	538
New Haven to New York.....	151	Wareham to Chatham.....	540
New Haven to New York.....	151	Falmouth to Wareham.....	542
Danbury to New York.....	194 & 199	Orleans to Wareham.....	546
New London-L. I.-New York.....	257 & 260	Chatham to Wareham.....	550
Berkshires to New York (direct)....	459	ORANGE, MASS.	
NIANTIC, CONN.		Boston to Greenfield.....	326
New Haven to New London.....	162	Greenfield to Boston.....	463
Hartford to New London.....	229	ORLEANS, MASS.	
New London to New Haven.....	243	Wareham-Cape Cod-North Shore.....	537
NORFOLK, CONN.		Orleans to Wareham.....	545
Waterbury to Pittsfield.....	179	OSSINING, N. Y.	
Hartford to Pittsfield.....	227	New York to Poughkeepsie.....	97
Pittsfield to Waterbury.....	437	Poughkeepsie to New York.....	131
Norfolk to Torrington.....	440	OSSIPEE, N. H.	
Norfolk to Litchfield.....	440	Portsmouth to White Mountains.....	571
Pittsfield to Hartford.....	443	White Mountains to Portsmouth.....	624
NORTH ADAMS, MASS.		OSTERVILLE, MASS.	
Troy to Greenfield.....	121	Wareham to Chatham.....	541
Pittsfield-North Adams-Manches- ter, Vt.	453	Falmouth to Chatham.....	544
Greenfield to Troy.....	484	Chatham to Falmouth.....	548
Greenfield to Bennington.....	485	Chatham to Wareham.....	549
Bennington to Greenfield.....	680		
Manchester to Pittsfield.....	683	P	
NORTHAMPTON, MASS.		PALMER, MASS.	
Springfield-Northampton-Pittsfield.....	403	Providence to Springfield.....	297
Springfield to Greenfield.....	413	Worcester to Springfield.....	386
Pittsfield-Northampton-Springfield.....	448	Springfield to Worcester.....	405
Greenfield to Springfield.....	493	Springfield to Providence.....	417
NORTH ATTLEBORO, MASS.		PATCHOGUE, L. I.	
Providence to Boston.....	267	New York-L. I.-New England.....	138
Boston to Providence.....	310	New London-L. I.-New York.....	259
NORTHBORO, MASS.		PAWLING, N. Y.	
Boston to Worcester.....	316 & 320	New York to Pittsfield (direct)....	93
Worcester to Boston.....	377 & 384	Pittsfield to New York (direct)....	457
NORTH CONWAY, N. H.		PAWTUCKET, R. I.	
Portsmouth to White Mountains.....	571	Providence to Boston.....	267
Concord to White Mountains.....	596	Boston to Providence.....	310
White Mountains to Portsmouth.....	623	PEEKSKILL, N. Y.	
White Mountains to Portland.....	634	New York to Poughkeepsie.....	97
White Mountains to Poland Spring.....	660	Poughkeepsie to New York.....	131
Poland Spring to White Mountains.....	719	Peekskill to Danbury.....	107
Portland to White Mountains.....	726	Danbury to Peekskill.....	210

*Complete Section in New York State volume, No. 1.



For both Men and Ladies

THE FAMOUS S., C. & D. DUSTERS

Cheapest and Best Duster on the Market to-day.

Our Dusters are made and sold direct to the users, thereby saving all middlemen's profits.

Tourists equip their cars with our Dusters. When once they have them they are never without them.

\$2.00 { Light or Dark
Shade of Linen Cloth

\$5.00 { Natural Color
Silk Pongee

Write giving Breast Measurement and Height, with bill or money order inclosed. If not satisfactory in every respect we gladly refund—"but we never have to."

Address—S., C. & D., 174 Water St., Binghamton, N. Y.

"YOU CAN'T BEAT IT"



**Positively the
BEST IN THE WORLD
ALWAYS WORKING**

Just what you've been looking for. A speed spark plug that excels in Capacity—Endurance—Reliability

Will stand every test. Guaranteed for one year. Used by the leading racers in almost every speed contest. Read what LeBlon, the skilled engineer and automobile expert, says of the "Benford Racer," used by him in the Vanderbilt Cup Race.

Dear Sir:

Before leaving America I want to tell you how pleased I have been with your spark plugs which I used in the Vanderbilt Race. They worked without the slightest trouble with the magneto. I do not think I could find any better made. Trusting that I shall soon be able to use your plug again in my racing car, I beg to remain,

Yours respectfully, H. LeBlon.

Improved mica core—beveled joints. Absolutely gas tight. Best made for magnetos. Price \$1.75, postpaid. Order one and try it. Manufactured by

E. M. BENFORD

407 Lincoln Ave., Mt. Vernon, N.Y.
CHAS. E. MILLER, Eastern Distributor,
New York City, N.Y.
THE BECKLEY RALSTON CO., Western
Distributors, Chicago, Ill.
JOHN FORMAN, Canadian Distributor, Mon-
treal, Canada.

**BENFORD'S
MICA
CADILLAC
CORES**

The Real Things.
\$1.25 PER PAIR
(Prepaid).



GENERAL INDEX

Place	Page
PENACOOK, N. H.	
White Mountains to Concord.....	631
PERU, VT.	
Concord to White Mountains.....	589
White Mountains to Manchester, Vt.....	669
Manchester to White Mountains.....	686
PETERBORO, N. H.	
Manchester to Brattleboro.....	604
PHILLIPS, ME.	
White Mts. to Rangeley Lakes.....	656
Portland to Rangeley Lakes.....	735
Rangeley Lakes to White Mts.....	745
PINES BRIDGE, N. Y.	
New York to Danbury.....	89
New York to Berkshires.....	94
Danbury to New York.....	198
PITTSFIELD, MASS.*	
Poughkeepsie to Pittsfield.....	419
Hudson to Pittsfield.....	115
Albany to Pittsfield.....	118 & 119
Troy to Pittsfield.....	120 & 121
Waterbury to Pittsfield.....	180
Litchfield to Pittsfield.....	183
Danbury to Pittsfield.....	185
Hartford to Pittsfield.....	227
Springfield to Pittsfield.....	401, 402, 403 & 404
Pittsfield to Albany.....	421 & 423
Pittsfield to Troy.....	427
Pittsfield to Poughkeepsie.....	429
Pittsfield to Hudson.....	434
Pittsfield to Waterbury.....	435 & 440
Pittsfield to Hartford.....	443
Pittsfield to Springfield.....	444, 446 & 448
Pittsfield to Manchester, Vt.....	451
Pittsfield to Greenfield.....	454
Pittsfield to New York (direct).....	456
Greenfield to Pittsfield.....	488
Manchester to Pittsfield.....	683
PLAINFIELD, CONN.	
Hartford to Providence.....	230
New London to Worcester.....	246
New London to Boston.....	251
Providence to Hartford.....	294
Worcester to New London.....	389
Boston to New London.....	370
PLAINVILLE, CONN.	
Waterbury to Hartford.....	173 & 175
Hartford to Waterbury.....	224 & 225
PLEASANT VALLEY, N. Y.	
Poughkeepsie to Pittsfield.....	112
Pittsfield to Poughkeepsie.....	433
PLYMOUTH, MASS.	
Providence to Plymouth.....	291
Plymouth to Cape Cod.....	361
Boston to Plymouth.....	360 & 366
Plymouth to Boston.....	362 & 366
New Bedford to Plymouth.....	526
Wareham to Plymouth.....	529
Bourne to Plymouth.....	543
Sagamore to Plymouth.....	547
PLYMOUTH, N. H.	
Concord to White Mountains.....	589
Portsmouth to Plymouth.....	575
White Mountains to Concord.....	629
Plymouth to Portsmouth.....	625
Merideth to Plymouth.....	598
White Mts. to Manchester, Vt.....	666
Manchester to White Mountains.....	691
POLAND SPRING, ME.	
White Mountains to Portland.....	637
Poland Spring to White Mts.....	662 & 717
Portland to Poland Spring.....	717
White Mts. to Poland Spring.....	662 & 724
Weld to Poland Spring.....	748
PORTCHESTER, N. Y.	
New York to New Haven.....	71
New Haven to New York.....	149
PORT JEFFERSON, L. I.	
New York-L. I.-New England.....	136
New London-L. I.-New York.....	255

Place	Page
PORTLAND, ME.*	
Portsmouth to Portland.....	711
White Mountains to Portland.....	678
Portland to Portsmouth.....	635, 636 & 638
Portland to Poland Spring.....	713
Portland to White Mts.....	716
Portland to Rangeley Lakes.....	724 & 725
Portland to St. John.....	729 & 733
Calais to Portland.....	748
PORTSMOUTH, N. H.*	
Newburyport to Portsmouth.....	557
Portsmouth to White Mountains.....	568
Portsmouth to Plymouth.....	568
Portsmouth to Portland.....	574
Portsmouth to Newburyport.....	577
Portsmouth to Concord.....	579
Portsmouth to Manchester.....	581
Concord to Portsmouth.....	582
Manchester to Portsmouth.....	601 & 602
White Mountains to Portsmouth.....	603
Plymouth to Portsmouth.....	625
Portland to Portsmouth.....	626
POUGHKEEPSIE, N. Y.	
New York to Poughkeepsie.....	99 & 101
Poughkeepsie to Pittsfield.....	102
Poughkeepsie to Albany.....	101
Poughkeepsie to Danbury.....	109
Albany to Poughkeepsie.....	128
Poughkeepsie to New York.....	128
Danbury to Poughkeepsie.....	211
Pittsfield to Poughkeepsie.....	433
POULTNEY, VT.	
Bennington to Burlington.....	677
Burlington to Bennington.....	698
Burlington to Troy.....	699
PREFACE SECTION*	67
PROFILE HOUSE, N. H.	
Lisbon to Profile (local).....	477
Concord to White Mountains.....	590
White Mts. to Concord.....	627 & 628
Connection to, from Dixville Notch via Twin Mountain House.....	652
White Mts. to Manchester, Vt.....	666
Manchester to White Mts.....	691
PROVIDENCE, R. I.*	
Hartford to Providence.....	263
New London to Providence.....	231
Providence to Boston.....	242
Providence to New London.....	266 & 270
Providence-Fall River-Newport.....	272
Newport-Fall River-Providence.....	279
Providence - Saundertown - New - port.....	284
New - port - Saundertown - Provi - dence.....	286
Providence to New Bedford.....	288
Providence to Plymouth.....	289
Providence to Worcester.....	290
Providence to Hartford.....	292
Providence to Springfield.....	294
Boston to Providence.....	296
Boston-Taunton-Providence.....	310
Worcester to Providence.....	314
New Bedford-Fall River-Providence.....	338
PROVINCETOWN, MASS.	
Wareham-Cape Cod-North Shore.....	524
PUTNAM, CONN.	
New London to Worcester.....	538
Willimantic to Putnam.....	247
Worcester to New London.....	231
QUEBEC, P. Q.	
Quebec to Rangeley Lakes.....	758
QUINCY, MASS.	
Boston to Plymouth.....	356 & 365
Plymouth to Boston.....	363 & 368
R	
RANGELEY LAKE HOUSE, ME.	
Portland to Rangeley Lakes.....	731 & 735
North New Portland to Rangeley.....	731
Quebec to Rangeley Lakes.....	745
Rangeley to White Mts.....	745
White Mountains to Rangeley.....	666

*Section Center: dark face type refers to title page, listing all outbound routes.

Lunch Trunks for Tourists



Made to strap on running board. We also make a complete line of

Auto Trunks for Tourists

We furnish a \$14.00 Trunk-rack free of charge with every Auto Trunk. Express paid to any city in the U. S. Write for catalogue and state make and model of your car.

WRITE US FOR CATALOGUE OF THESE GOODS

The G. W. Fuller Co., Hartford, Conn.

Baggage Builders since 1840. 100 ASYLUM STREET

AUTOMOBILISTS



En route will find everything for the man and car always in stock

TIRES, TIRE CHAINS,
TIRE CASES, LAMPS,
SPEEDOMETERS,
HORNS, CLOCKS,
GOGGLES, CAPS and
COATS, ROAD MAPS,
GUIDE BOOKS, etc.

**IVER JOHNSON
SPORTING GOODS CO.**

BOSTON, MASS.

Cor. Washington and Cornhill Sts.

Our new eight-story fire-proof building. Largest building in the United States devoted exclusively to Sporting Goods

Branch Stores in
Worcester and Fitchburg, Mass.

GENERAL INDEX

Place	Page
RAYMOND, ME.	
White Mountains to Portland.....	635
Portland to White Mountains.....	726
READING, MASS.	
Boston to Lowell.....	342
Boston to Lawrence.....	345
Lowell to Boston.....	502
Lawrence to Boston.....	514
RED HOOK, N. Y.	
Poughkeepsie to Albany.....	102
Albany to Poughkeepsie.....	127
REHOBOTH, MASS.	
Providence-Taunton-Boston	271
Providence to Plymouth.....	290
Boston-Taunton-Providence	313
RENSSELAER, N. Y.	
Poughkeepsie to Albany.....	105
Albany to Pittsfield.....	116 & 118
Albany to Poughkeepsie.....	125
Pittsfield to Albany.....	423 & 426
REVERE BEACH, MASS.	
Boston to Newburyport.....	327
Gloucester to Boston.....	338
Newburyport to Boston.....	560
RHINEBECK, N. Y.	
Poughkeepsie to Albany.....	102
Albany to Poughkeepsie.....	127
RHODE ISLAND SECTION*	263
RIDGEFIELD, CONN.	
Stamford to Danbury.....	83
Danbury to Stamford.....	200
RIVERHEAD, L. I.	
New York-L. I.-New England.....	136
New London-L. I.-New York.....	253
RIVIERE DU LOUP, QUE.	
Bangor to St. Lawrence River.....	742
ROCHESTER, N. H.	
Portsmouth to White Mountains.....	569
Portsmouth to Plymouth.....	574
White Mountains to Portsmouth.....	624
Plymouth to Portsmouth.....	626
ROCKLAND, ME.	
Portland to Bangor.....	738
Portland to St. John, N. B.....	749
Calais to Portland, Me.....	756
ROCKVILLE, CONN.	
Hartford to Worcester.....	232
Worcester to Hartford.....	394
RUMFORD FALLS, ME.	
White Mts. to Rangeley Lakes.....	655
Rangeley Lakes to White Mts.....	704
RUTLAND, Vt.*	671
Bellows Falls to Rutland.....	488
Rutland to Burlington.....	674 & 677
Bennington to Rutland.....	673
Rutland to Bennington.....	678
Rutland to Bellows Falls.....	684
Rutland to Saratoga.....	685
Burlington to Rutland.....	696 & 698
RYE, N. Y.	
New York to New Haven.....	71
New Haven to New York.....	149
RYE BEACH, N. H.	
Newburyport to Portsmouth.....	567
Portsmouth to Newburyport.....	579

S

Place	Page
SAG HARBOR, L. I.	
New London-L. I.-New York.....	258
New York-L. I.-New England.....	140
ST. ALBANS, VT.	
Burlington to Montreal.....	707
ST. JOHN, N. B.	
St. Stephen to St. John, N. B. 751 & 753	
St. John to Sussex, N. B.....	754
St. John to St. Stephen.....	755
ST. JOHNSBURY, VT.	
White Mountains to Burlington....	639
Burlington to White Mountains....	704
ST. STEPHEN, N. B.	
St. Stephen to St. John, N. B. 750 & 751	
St. John to Stephen, N. B.....	756
SALEM, MASS.	
Boston to Newburyport.....	329
Gloucester to Boston.....	337
Newburyport to Boston.....	558
SALISBURY, CONN.	
New York to Pittsfield (direct)....	94
Poughkeepsie to Pittsfield.....	113
Pittsfield to Poughkeepsie.....	431
Pittsfield to New York (direct)....	456
SALISBURY, N. H.	
Newburyport to Portsmouth.....	565
Portsmouth to Newburyport.....	580
SANDWICH, MASS.	
Wareham-Cape Cod-North Shore.....	537
Wareham to Chatham.....	540
Orleans to Wareham.....	545
Chatham to Wareham.....	550
SANDY HOOK, CONN.	
Waterbury to Danbury.....	188
Danbury to Waterbury.....	205
SARATOGA, N. Y.	
Rutland to Saratoga.....	685
Burlington to Saratoga.....	701
SAUNDERSTOWN, R. I.	
New London to Providence.....	241
Providence to New London.....	276
Providence - Saunderstown - New	
port	286
New port - Saunderstown - Provi-	
dence	288
SAVIN ROCK, CONN.	
New York to New Haven.....	77
New Haven to New York.....	146
SAYBROOK, CONN.	
New Haven to New London.....	161
Hartford to Saybrook.....	228
New London to New Haven.....	244
New London to Hartford.....	242
SCARBORO, N. Y.	
New York to Poughkeepsie.....	97
Poughkeepsie to New York.....	131
SCHODACK CENTER, N. Y.	
Poughkeepsie to Albany.....	105
Albany to Pittsfield.....	117 & 118
Albany to Poughkeepsie.....	126
Pittsfield to Albany.....	423 & 426
SEBAGO LAKE (STA.), ME.	
White Mountains to Portland.....	634
Portland to White Mountains.....	725
SEYMOUR, CONN.	
Bridgeport to Waterbury.....	79
New Haven to Waterbury.....	158
New Haven to Naugatuck.....	164
Waterbury to Bridgeport.....	168
Waterbury to New Haven.....	172
SHAFTSBURY, VT.	
Pittsfield to Manchester, Vt.....	453
Manchester to Pittsfield.....	682
SHARON, CONN.	
Poughkeepsie to Pittsfield.....	113
Pittsfield to Poughkeepsie.....	432

*Section Center: dark face type refers to title page, listing all outbound routes.

**KEEP
YOUR**

**VALVES
CLEAN**



**Over 4,000 Miles
with Oilzum**

Carbonless

Cylinder Oil

**The BEST that Money
Can Buy**



**Less than 150 Miles
with another Oil**

OUR STORY

**"Oswald the Chauffeur"
and Catalogue
FREE
for the Asking**

THE WHITE & BAGLEY CO., Worcester, Mass.

**Have YOU Enjoyed the Courtesies of Your Yacht-
ing or Automobile Friend ?** Probably you might like to
send him (or her) *an appropriate present*. Nothing better than
one of the justly celebrated Eight-day

"CHELSEA"

"SHIP'S BELL" OR "AUTOMOBILE"

CLOCKS

UNAPPROACHABLE—HIGH GRADE—RELIABLE

Also many very attractive styles of House Clocks, for use on
mantels, and in boudoirs, etc., in finest residences. Suitable for
high class wedding presents, etc. Apply to your high grade Jew-
eler or Outfitter. You want the Best? Ask for the "Chelsea."

TOURISTS—The "Chelsea" Special Auto Clock contains an
absolutely independent clock for use on mantels, bureaus, etc.,
when touring, and is used by parties demanding the BEST.

CHELSEA CLOCK CO., 16 State Street, Boston, Mass., U. S. A.

GENERAL INDEX

Place	Page	Place	Page
SHEFFIELD, MASS.		SOUTH VERNON, VT.	
New York to Berkshires.....	94	Greenfield to White Mountains.....	469
Waterbury to Pittsfield.....	179	Bretton Woods to Greenfield.....	619
Litchfield to Pittsfield.....	183		
Pittsfield to Waterbury.....	437	SOUTH WILLIAMSTOWN, MASS.	
Pittsfield to New York (direct)....	456	Pittsfield to Manchester, Vt.....	451
		Manchester to Pittsfield.....	683
SHELBURNE, VT.		SOUTH YARMOUTH, MASS.	
Rutland to Burlington.....	674	Wareham to Chatham.....	541
Bennington to Burlington.....	677	Chatham to Falmouth.....	548
Burlington to Rutland.....	695 & 696	Chatham to Wareham.....	549
Burlington to Bennington.....	698		
Burlington to Troy.....	699	SPENCER, MASS.	
		Worcester to Springfield.....	386
SHELBURNE FALLS, MASS.		Springfield to Worcester.....	407
Troy to Greenfield.....	123		
Greenfield to Troy.....	483	SPOFFORD, N. H.	
Bennington to Greenfield.....	681	Brattleboro to Keene.....	490
SHELTER ISLAND, L. I.			
New York-L. I.-New England.....	140	SPRINGFIELD, MASS.*	
New London-L. I.-New York.....	258	Hartford to Springfield.....	220 & 222
		Providence to Springfield.....	297
SHELTON, CONN.		Worcester to Springfield.....	387
Bridgeport to Waterbury.....	79	Springfield to Pittsfield.....	399, 401, 403 & 404
Waterbury to Bridgeport.....	168	Springfield to Worcester.....	405
		Springfield to Hartford.....	408, 409 & 410
SHREWSBURY, MASS.		Springfield to Greenfield.....	411 & 415
Boston to Worcester.....	316 & 320	Springfield to Providence.....	416
Worcester to Boston.....	377 & 384	Pittsfield to Springfield.....	445, 447 & 448
		Greenfield to Springfield.....	494 & 495
SKOWHEGAN, ME.		SPRINGFIELD, VT.	
Portland to Rangeley Lakes.....	730	Greenfield to Rutland.....	488
Quebec to Rangeley Lakes.....	759	White Mts. to Manchester, Vt.....	668
		Rutland to Bellows Falls.....	684
SOMERVILLE, MASS.		Manchester to White Mts.....	687
Boston to Newburyport.....	327		
Gloucester to Boston.....	338	STAFFORD SPRINGS, CONN.	
Boston to Lowell.....	341	Hartford to Worcester.....	232
Boston to Lawrence.....	344	Worcester to Hartford.....	394
Lowell to Boston.....	502		
Lawrence to Boston.....	514	STAMFORD, CONN.	
Newburyport to Boston.....	560	New York to New Haven.....	73
		Stamford to Danbury.....	82
SOUTHAMPTON, L. I.		New Haven to New York.....	149
New York-L. I.-New England.....	139	Danbury to Stamford.....	201
New London-L. I.-New York.....	258		
		STEPHENTOWN, N. Y.	
SOUTHBORO, MASS.		Troy to Pittsfield.....	120
Boston to Worcester.....	320	Pittsfield to Troy.....	427
Worcester to Boston.....	384		
SOUTHBRIDGE, MASS.		STEPNEY, CONN.	
Providence to Springfield.....	296	Bridgeport to Danbury.....	81
Hartford to Worcester.....	232	New Haven to Danbury.....	163
Worcester to Hartford.....	394	Danbury to Bridgeport.....	202
Springfield to Providence.....	417	Danbury to New Haven.....	203
		STOCKBRIDGE, MASS.	
SOUTHBURY, CONN.		New York to Pittsfield (direct)....	94
Waterbury to Danbury.....	188 & 191	Poughkeepsie to Pittsfield.....	114
Danbury to Waterbury.....	205 & 207	Waterbury to Pittsfield.....	180
		Litchfield to Pittsfield.....	183
SOUTH EASTON, MASS.		Pittsfield to Poughkeepsie.....	431
Providence-Taunton-Boston.....	271	Pittsfield to Poughkeepsie.....	431
Taunton to Nantasket Beach.....	291	Pittsfield to Waterbury.....	436
Newport to Boston.....	299	Pittsfield to New York (direct)....	456
Boston-Taunton-Providence.....	313		
Boston-Fall River-Newport.....	348	STOCKTON SPRINGS, ME.	
New Bedford to Boston.....	519	Portland to Bangor.....	738
		Portland to Bar Harbor.....	739
SOUTH EGREMONT, MASS.		Portland to St. John.....	749
Poughkeepsie to Pittsfield.....	113	Calais to Portland.....	756
Hudson to Great Barrington.....	115		
Pittsfield to Poughkeepsie.....	431	STONEHAM, MASS.	
Pittsfield to Hudson.....	434	Boston to Lowell.....	341
		Boston to Lawrence.....	344
SOUTH FRAMINGHAM, MASS.		Lowell to Boston.....	502
Boston to Worcester.....	318	Lawrence to Boston.....	514
Worcester to Boston.....	382		
SOUTHINGTON, CONN.		STONINGTON, CONN.	
Waterbury to Hartford.....	173	New London to Providence.....	238 & 240
Hartford to Waterbury.....	225	Providence to New London.....	277 & 278
		STORMVILLE, N. Y.	
SOUTH MILLBROOK, N. Y.		Poughkeepsie to Danbury.....	110
See Millbrook, N. Y., in this index.		Danbury to Poughkeepsie.....	210
		STOUGHTON, MASS.	
SOUTHPORT, CONN.		Providence-Taunton-Boston.....	271
New York to New Haven.....	75	Newport to Boston.....	299
New Haven to New York.....	147	Boston-Taunton-Providence.....	313
		Boston-Fall River-Newport.....	348
SOUTH SUDBURY, MASS.		New Bedford to Boston.....	519
Boston to Worcester.....	315		
Worcester to Boston.....	378		

*Section Center: dark face type refers to title page, listing all outbound routes.

GENERAL INDEX

Place	Page
STRATFORD, CONN.	
Bridgeport to Waterbury.....	78
New York to New Haven.....	77
New Haven to New York.....	146
Waterbury to Bridgeport.....	169

SUDBURY, VT.	
Bennington to Burlington.....	677
Rutland to Burlington.....	678
Burlington to Rutland.....	696
Burlington to Bennington.....	698
Burlington to Saratoga.....	701

SUNAPEE LAKE, N. H.	
Concord to Claremont.....	605
Claremont to Concord.....	605
White Mts. to Manchester, Vt.....	668
Manchester to White Mountains.....	689

SUNCOOK, N. H.	
Lowell to Concord.....	509
Concord to Lowell.....	598

T

TARRYTOWN, N. Y.	
New York to Poughkeepsie.....	97
Poughkeepsie to New York.....	131

TAUNTON, MASS.	
Providence-Taunton-Boston.....	271
Providence to Plymouth.....	290
Taunton to Nantasket Beach.....	291
Newport to Boston.....	299
Boston-Fall River-Newport.....	348
Boston to New Bedford.....	351
Worcester to Taunton.....	393
New Bedford to Boston.....	519
Taunton to Worcester.....	521

TEMPLETON, MASS.	
Boston to Greenfield.....	325
Greenfield to Boston.....	465

THOMASTON, CONN.	
Waterbury to Hartford.....	175
Waterbury to Pittsfield.....	176
Pittsfield to Waterbury.....	439
Hartford to Waterbury.....	224

TIVERTON, MASS.	
Providence-Fall River-Newport.....	283
Newport-Fall River-Providence.....	283
Newport to Boston.....	298
Newport to New Bedford.....	301
Boston-Fall River-Newport.....	350
New Bedford-Fall River-Newport.....	525

TORRINGTON, CONN.	
Waterbury to Pittsfield.....	176
Pittsfield to Waterbury.....	437
Norfolk to Torrington.....	440

TROY, N. Y.	
Direct connection to from Post road (northbound) without going through Albany.....	106-107
Troy to Bennington.....	123
Troy to Pittsfield.....	120 & 121
Troy to Greenfield.....	121
Connection from, into the Post road (southbound) without going through Albany.....	124-125
Pittsfield to Troy.....	427 & 429
Greenfield to Troy.....	485
Bennington to Troy.....	679
Burlington to Troy.....	700

TRURO, MASS.	
Wareham-Cape Cod-North Shore.....	538

TWIN MOUNTAIN HOUSE, N. H.	
Greenfield to White Mountains.....	476
Local connection for Jefferson or Gorham.....	479
Concord to White Mountains.....	591
White Mountains to Greenfield.....	613
White Mountains to Concord.....	627
Round trip to Dixville Notch.....	641 & 651
White Mountains to Rangeley.....	654
Poland Spring to White Mountains.....	665
White Mts. to Manchester, Vt.....	665
Manchester to White Mountains.....	692
Burlington to White Mountains.....	705

Place	Page
TYNGSBORO, MASS.	
Lowell to Concord.....	506
Concord to Lowell.....	600

U

UNIONVILLE, CONN.	
Hartford to Pittsfield.....	227
Pittsfield to Hartford.....	444

UXBRIDGE, MASS.	
Providence to Worcester.....	293
Worcester to Providence.....	388

V

VERGENNES, VT.	
Bennington to Burlington.....	677
Rutland to Burlington.....	674
Burlington to Rutland.....	695 & 696
Burlington to Bennington.....	698
Burlington to Troy.....	699

W

WAKEFIELD, R. I.	
New London to Providence.....	241
Providence to New London.....	277

WALLINGFORD, CONN.	
New Haven to Hartford.....	151
Hartford to New Haven.....	218

WALPOLE, N. H.	
Connection to, from Greenfield-White Mountains line.....	471
Connection to, from White Mountains-Greenfield line.....	617

WALTHAM, MASS.	
Boston to Worcester.....	315
Boston to Keene.....	371
Worcester to Boston.....	380

WAPPINGERS FALLS, N. Y.	
New York to Poughkeepsie.....	99 & 101
Poughkeepsie to New York.....	128 & 129

WAREHAM, MASS.	
Boston to Cape Cod.....	355
New Bedford to Wareham.....	527
Wareham to Plymouth.....	528
Wareham to Boston.....	529
Wareham to New Bedford.....	533
Wareham-Cape Cod-North Shore.....	536
Wareham to Falmouth.....	538
Wareham to Chatham.....	540
Falmouth to Wareham.....	543
Orleans to Wareham.....	546
Chatham to Wareham.....	550

WAREHOUSE POINT, CONN.	
Hartford to Springfield.....	220 & 221
Springfield to Hartford.....	409

WARREN, MASS.	
Worcester to Springfield.....	386
Springfield to Worcester.....	406

WARREN, R. I.	
Newport-Fall River-Providence.....	284
New Bedford-Fall River-Providence.....	523
Providence-Fall River-Newport.....	280

WATCH HILL, R. I.	
Connection to, from New London-Providence route.....	240
Connection from Providence-New London route.....	277

WATERBURY, CONN.*.....	167
New Haven to Waterbury.....	156 & 157
Bridgeport to Waterbury.....	79
Hartford to Waterbury.....	225
Pittsfield to Waterbury.....	439
Waterbury to Bridgeport.....	163
Waterbury to New Haven.....	170 & 172
Waterbury to Hartford.....	173 & 174
Waterbury to Pittsfield.....	175
Waterbury to Litchfield.....	181
Litchfield to Waterbury.....	184
Waterbury to Danbury.....	186
Danbury to Waterbury.....	206 & 207

*Section Center: dark face type refers to title page, listing all outbound routes.

GENERAL INDEX

Place	Page
WATERBURY, VT.	
Greenfield to Burlington.....	497
White Mountains to Burlington.....	639
Burlington to White River Jct.....	702
Burlington to White Mountains.....	704
WATERTOWN, CONN.	
Waterbury to Litchfield.....	182
Litchfield to Waterbury.....	184
Waterbury to Danbury.....	187
Danbury to Waterbury.....	206
Pittsfield-Litchfield-Waterbury.....	441
WATERTOWN, MASS.	
Boston to Worcester.....	315
Boston to Keene.....	371
WATERVILLE, CONN.	
Waterbury to Pittsfield.....	176
Pittsfield to Waterbury.....	439
WATERVILLE, ME.	
Portland to Rangeley Lakes.....	730
Portland to Bangor.....	736
Quebec to Rangeley Lakes.....	759
WEBSTER, MASS.	
New London to Worcester.....	247
Worcester to New London.....	389
WEIRS (THE), N. H.	
Portsmouth to Plymouth.....	575
Concord to White Mountains.....	596
White Mountains to Concord.....	632
Plymouth to Portsmouth.....	626
WELD, ME.	
Rangeley Lake to White Mts.....	745
Weld to Poland Spring.....	747
WELLESLEY, MASS.	
Boston to Worcester.....	318
Worcester to Boston.....	382
WELLESLEY HILLS, MASS.	
Boston to Worcester.....	318 & 320
Worcester to Boston.....	382 & 384
WELLFLEET, MASS.	
Wareham-Cape Cod-North Shore.....	538
WELLS RIVER, VT.	
Greenfield to White Mountains.....	475
White Mountains to Greenfield.....	614
WEST BARNSTABLE, MASS.	
Wareham to Chatham.....	541
Chatham to Wareham.....	549
WESTBORO, MASS.	
Boston to Worcester.....	318
Connection to, from Hartford-Wor-	
cester route.....	233
Worcester to Boston.....	382
WESTERLY, R. I.	
New London to Providence.....	238 & 240
Providence to New London.....	277
WESTFIELD, MASS.	
Springfield to Pittsfield.....	399 & 401
Pittsfield to Springfield.....	445, 447 & 449
WESTON, MASS.	
Boston to Worcester.....	315
Worcester to Boston.....	378 & 380
WESTPORT, CONN.	
New York to New Haven.....	75
New Haven to New York.....	147
WEYMOUTH, MASS.	
Plymouth to Boston.....	363
Boston to Plymouth.....	365
WHATELY CENTER, MASS.	
Pittsfield to Greenfield.....	455
Greenfield to Pittsfield.....	487
WHITEFIELD, N. H.	
Local connection through, between	
Littleton and Jefferson or Lan-	
caster.....	478
Connection through on White Mts.-	
Dixville Notch Circuit.....	461

Place	Page
WHITEHALL, N. Y.	
Rutland to Saratoga.....	685
Burlington to Saratoga.....	701
WHITE MOUNTAIN SECTION*.....	611
WHITE PLAINS, N. Y.	
New York to Danbury.....	85
New York to Berkshires.....	93
Danbury to New York.....	194
Pittsfield to New York (direct).....	457 & 459
WHITE RIVER JUNCTION, VT.	
Greenfield to White Mountains.....	472
Greenfield to Burlington.....	496
White Mountains to Greenfield.....	616
Burlington to White River Jct.....	704
WICKFORD, R. I.	
Providence to New London.....	273
New London to Providence.....	241
WILLIAMSTOWN, MASS.	
Troy to Greenfield.....	121
Greenfield to Troy.....	435
Pittsfield to Manchester, Vt.....	451
Pittsfield-North Adams-Manches-	
ter, Vt.....	453
Bennington to Greenfield.....	680
Manchester to Pittsfield.....	682
Burlington to Troy.....	700
WILLIMANTIC, CONN.	
Hartford to Providence.....	230
Willimantic to Putnam.....	231
New London to Willimantic.....	249
Providence to Hartford.....	294
WILMINGTON (STA.), MASS.	
Boston to Lowell.....	342
Lowell to Boston.....	502
WILTON, CONN.	
Norwalk to Danbury.....	81
Danbury to Norwalk.....	201
WINDSOR, CONN.	
Hartford to Springfield.....	219 & 222
Springfield to Hartford.....	409 & 411
WINDSOR, VT.	
Greenfield to White Mountains.....	472
White Mountains to Greenfield.....	616
WINDSOR LOCKS, CONN.	
Hartford to Springfield.....	220 & 222
Springfield to Hartford.....	409 & 410
WINSTED, CONN.	
Waterbury to Pittsfield.....	179
Hartford to Pittsfield.....	227
Pittsfield to Waterbury.....	437
Pittsfield to Hartford.....	443
WISCASSET, ME.	
Portland to Bangor.....	737
Calais to Portland.....	756
Portland to St. John.....	749
WOODBURY, CONN.	
Waterbury to Danbury.....	188
Danbury to Waterbury.....	206
WOODMONT, CONN.	
New York to New Haven.....	77
New Haven to New York.....	146
WOODS HOLL, MASS.	
See note under Falmouth, Mass.,	
pages 539 & 548.	
WOODSTOCK, N. H.	
Concord to White Mountains.....	590
White Mountains to Concord.....	628
White Mts. to Manchester, Vt.....	666
Manchester to White Mountains.....	691
WOODSTOCK, VT.	
Connection to, from Greenfield-	
White Mountains line.....	472
Connection to, from White Moun-	
ains-Greenfield line.....	616

*Section Center: dark face type refers to title page, listing all outbound routes.

GENERAL INDEX (Concluded).

Place	Page
WOODSVILLE, N. H.	
Greenfield to White Mountains.....	475
White Mountains to Greenfield.....	614
WOONSOCKET, R. I.	
New London to Boston.....	252
Providence to Worcester.....	293
Boston to New London.....	370
Worcester to Providence.....	388
WORCESTER, MASS.*	375
Hartford to Worcester.....	233
Providence to Worcester.....	233
Boston to Worcester.....	316, 319 & 321
New London to Worcester.....	247
Worcester to Boston.....	377, 381 & 383
Worcester to Springfield.....	385
Worcester to Providence.....	387
Worcester to New London.....	388
Worcester to Gardner.....	390
Worcester to Fitchburg.....	391
Worcester to Lowell.....	392
Worcester to Taunton.....	393
Worcester to Hartford.....	393
Athol to Worcester and Worcester	
to Athol.....	395
Springfield to Worcester.....	408
South Gardner to Worcester.....	482
Fitchburg to Worcester.....	483
Lowell to Worcester.....	510
Taunton to Worcester.....	521

Place	Page
WORTHINGTON, MASS.	
Springfield to Pittsfield.....	404
Pittsfield to Springfield.....	449
WRENTHAM, MASS.	
New London to Boston.....	252
Providence to Boston.....	269
Boston to Providence.....	269
Boston to New London.....	370
Worcester to Taunton.....	393
Taunton to Worcester.....	521
Y	
YARMOUTH, MASS.	
Wareham-Cape Cod-North Shore.....	537
Orleans to Wareham.....	545
YONKERS, N. Y.	
New York to Poughkeepsie.....	95
Poughkeepsie to New York.....	132
YORKTOWN HEIGHTS, N. Y.	
New York to Danbury.....	89
Danbury to New York.....	198
YORK VILLAGE, ME.	
Portsmouth to Portland.....	577
Portland to Portsmouth.....	715
Same references for YORK BEACH,	
YORK HARBOR and YORK	
CLIFFS.	

*Section Center: dark face type refers to title page, listing all outbound routes.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

A

ALBANY, N. Y., TO BOSTON, MASS.—184 MILES TO 207 MILES.

Albany-Pittsfield (40 to 52 miles), pages 116-119; Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444 to 449; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

ALBANY, N. Y., TO BURLINGTON, VT. See Troy, N. Y., to Burlington.

ALBANY, N. Y., TO HARTFORD, CONN.—168 TO 189 MILES.

Albany-Pittsfield (40 to 52 miles), pages 116-119; Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444 to 449; Springfield-Hartford (77 miles), pages 443-444.

ALBANY, N. Y., TO NEW YORK CITY—148 MILES.

Albany-Poughkeepsie (74 miles), pages 125-128; Poughkeepsie-New York (74 miles), pages 128-132.

ALBANY, N. Y., TO WATERBURY, CONN.—111 TO 132 MILES.

Albany-Pittsfield (40 to 52 miles), pages 116-119; Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441.

ALBANY, N. Y., TO WHITE MOUNTAINS, N. H.—270 TO 282 MILES.

Albany-Pittsfield (40 to 52 miles), pages 116-119; Pittsfield-Greenfield (56 miles), pages 454-455; Greenfield-White Mountains (174 miles), pages 469-479. See also Troy-White Mountains.

B

BOSTON, MASS.—SCOPE OF BOSTON SECTION.

For Boston to Providence, Worcester, Springfield, Fitchburg-Greenfield, Newburyport, Manchester-by-the-Sea, Gloucester, Lowell, Lawrence, Haverhill, Fall River, Newport, Taunton, New Bedford, Plymouth, Woonsocket-New London, Keene, N. H., and principal intermediate points, see title page Boston Section, page 303.

Separate runs listed consecutively as through routes; fractions of miles omitted.

BOSTON, MASS., TO ALBANY, N. Y.—184 TO 207 MILES.

Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321; Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Albany (40 to 52 miles), pages 421-426.

BOSTON, MASS., TO BANGOR, ME.—256 TO 271 MILES.

Boston-Newburyport (49 miles), pages 321-332; Newburyport-Portsmouth (25 miles), pages 565-568; Portsmouth-Portland (51 miles), pages 577-578; Portland-Bangor (131 to 146 miles), pages 735-738.

BOSTON, MASS., TO BURLINGTON, VT.—287 MILES.

Boston-Greenfield (100 miles), pages 321-326; Greenfield-White River Junction (91 miles), pages 469-472; White River Junction-Burlington (96 miles), pages 496-497.

Boston-Burlington routes may be made up in great variety, the one given here being simply an example. This trip is frequently made via the White Mountains, for which see Boston to White Mountains in this index, and the connecting route across to Burlington, in White Mountain section, Route No. 6, pages 638-640.

BOSTON, MASS., TO CONCORD, N. H. (VIA MANCHESTER).—77 TO 79 MILES.

Boston-Lowell (choice of 3 routes, 26 to 28 miles), pages 339-343; Lowell-Concord (51 miles), pages 505-509.

BOSTON, MASS., TO NEW YORK CITY—236 TO 238 MILES.

Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321; Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

BOSTON, MASS., TO NEW YORK CITY 244 TO 253 MILES.

Boston-Providence (45 to 54 miles), pages 307-314; Providence-New London (73 miles), pages 272-279; New London-New Haven (52 miles), pages 242-245; New Haven-New York (74 miles), pages 145-151.

BOSTON, MASS., TO NEW YORK CITY —242-248 MILES.

Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321; Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-Waterbury (33 to 37 miles), pages 223-225; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury, Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

BOSTON, MASS., TO POUGHKEEPSIE, N. Y.—222 TO 233 MILES.

Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321; Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Poughkeepsie (78 miles), pages 429-433.

BOSTON, MASS., TO PORTLAND, ME. —125 MILES.

Boston-Newburyport (49 miles), pages 327-332; Newburyport-Portland (25 miles), pages 565-568; Portsmouth-Portland (51 miles), pages 577-578.

BOSTON, MASS., TO RANGELEY LAKES, ME.—256 MILES.

Boston-Newburyport (49 miles), pages 327-332; Newburyport-Portland (25 miles), pages 565-568; Portsmouth-Portland (51 miles), pages 577-578; Portland-Rangeley Lakes (131 miles), pages 733-735.

BOSTON, MASS., TO WHITE MOUNTAINS, N. H.—176-178 MILES.

Boston-Lowell (choice of 3 routes, 26 to 28 miles), pages 339-343; Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

BOSTON, MASS., TO WHITE MOUNTAINS, N. H.—189 MILES.

Boston-Newburyport (49 miles), pages 327-332; Newburyport-Portland (25 miles), pages 565-568; Portsmouth-White Mountains (115 miles), pages 568-574.

BURLINGTON, VT.—SCOPE OF BURLINGTON SECTION.

For Burlington to Rutland (2 routes), Bennington, Troy (connecting to Williamstown, Mass.), Saratoga, White River Junction, White Mountains, Newport, Vt., and Montreal, see title page Burlington Section, page 694.

BURLINGTON, VT., TO BOSTON, MASS.—287 MILES.

Burlington-White River Junction (96 miles), pages 702-704; White River Junction-Greenfield (91 miles), pages 616-619; Greenfield-Boston (100 miles), pages 463-467.

Burlington-Boston routes may be made up in great variety, the one given here being simply an example. This trip is frequently made via the White Mountains: Burlington-White Mountains (110 miles), pages 704-705; then see White Mountains to Boston in this index.

BURLINGTON, VT., TO CONCORD, N. H.—171 MILES.

Burlington-White River Junction (96 miles), pages 702-704; White River Junction-Clairemont (25 miles), pages 616-617; Clairemont-Concord (50 miles), page 605.

BURLINGTON, VT., TO CONCORD, N. H.—208 MILES.

Burlington-White Mountains (110 miles), pages 704-705; White Mountains-Concord (98 miles), pages 626-631.

BURLINGTON, VT., TO NEW HAVEN, CONN.—251 TO 262 MILES.

Burlington-Manchester (98 miles), page 698; Manchester-Pittsfield (58 miles), pages 682-683; Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441; Waterbury-New Haven (choice of 2 routes, 24 to 26 miles), pages 170-172.

BURLINGTON, VT., TO NEW YORK CITY.—285 MILES.

Burlington-Troy (132 miles), pages 699-700; connection from Troy into the Post road near Schodack Center (12 miles), pages 124-125; Schodack Center-Poughkeepsie (67 miles), pages 126-128; Poughkeepsie-New York (74 miles), pages 128-132.

Or Burlington-Bennington (121 miles), pages 698-699; Bennington-Troy (choice of 2 routes, 29 to 44 miles), page 679; thence as before to Poughkeepsie and New York, with the alternative in each case of running through Albany.

BURLINGTON, VT., TO PITTSFIELD, MASS.—156 MILES.

Burlington-Manchester (98 miles), page 698; Manchester-Pittsfield (58 miles), pages 682-683.

BURLINGTON, VT., TO PORTLAND, ME.—196 TO 213 MILES.

Burlington-White Mountains (110 miles), pages 704-705; White Mountains-Portland (choice of 3 routes, 86 to 108 miles), pages 633-638.

BURLINGTON, VT., TO PORTSMOUTH, N. H.—225 MILES.

Burlington-White Mountains (110 miles), pages 704-705; White Mountains-Portsmouth (115 miles), pages 621-625.

BURLINGTON, VT., TO SPRINGFIELD, MASS.—224 MILES.

Burlington-White River Junction (96 miles), pages 702-704; White River Junction-Greenfield (91 miles), pages 616-619; Greenfield-Springfield (37 miles), pages 492-494.

BURLINGTON, VT., TO WORCESTER, MASS.—275 TO 280 MILES.

See Burlington to Springfield in this index (224 miles); Springfield-Worcester (51 miles), pages 405-408.

Or see Burlington to Greenfield (under Burlington-Springfield) in this index (187 miles); Greenfield-Athol (24 miles), page 463; Athol-Worcester (39 miles), page 395.

C

CONCORD, N. H.—SCOPE OF CONCORD-MANCHESTER SECTION.

For (1) Concord to White Mountains, Nashua-Lowell, Portsmouth, Keene-Brattleboro, and Claremont, N. H., and for (2) Manchester to Exeter-Portsmouth, and Keene-Brattleboro, see title page Concord-Manchester Section, page 585.

Separate runs listed consecutively as through routes; fractions of miles omitted.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

CONCORD, N. H., TO BOSTON, MASS.—77 TO 79 MILES.

Concord-Lowell (51 miles), pages 598-601; Lowell-Boston (choice of 3 routes, 26 to 28 miles), pages 500-504.

CONCORD, N. H., TO BURLINGTON, VT.—171 MILES.

Concord-Claremont (50 miles), pages 604-605; Claremont-White River Junction (25 miles), page 472; White River Junction-Burlington (96 miles), pages 496-497.

CONCORD, N. H., TO BURLINGTON, VT.—209 MILES.

Concord-White Mountains (99 miles), pages 587-595; White Mountains-Burlington (110 miles), pages 638-640.

CONCORD, N. H., TO WORCESTER, MASS.—98 MILES.

Concord-Lowell (51 miles), pages 598-601; Lowell-Worcester (47 miles), page 510.

Routes scheduled from Concord to either Greenfield or Hartford, or points beyond, may best be made through Worcester rather than striking across the less well-known country between the Merrimack and the Connecticut River valleys. But routes scheduled from Concord to points south or southeast of Boston (including the Rhode Island Coast resorts and Cape Cod) are usually made best via Boston.

G

GREENFIELD, MASS.—SCOPE OF GREENFIELD, SECTION.

For Greenfield to Boston, White Mountains, Troy, Pittsfield, Bellows Falls-Rutland and Springfield (2 routes), see title page Greenfield Section, page 461.

GREENFIELD, MASS., TO BURLINGTON, VT.—187 MILES.

Greenfield-White River Junction (91 miles), pages 469-472; White River Junction-Burlington (96 miles), pages 496-497.

GREENFIELD, MASS., TO NEWPORT, R. I.—170 MILES.

Greenfield-Boston (100 miles), pages 463-467; Boston-Newport (70 miles), pages 347-350.

GREENFIELD, MASS., TO NEWPORT, R. I.—158 TO 171 MILES.

Greenfield-Springfield (37 miles), pages 492-494; *Springfield-Worcester (51 miles), pages 405-408; Worcester-Providence (43 miles), pages 387-388; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

[*Or Springfield-Providence direct (77 miles), pages 416-417.]

GREENFIELD, MASS., TO NEWPORT, R. I.—176 MILES.

Greenfield-Springfield (37 miles), pages 492-494; Springfield-Hartford (27 miles), pages 408-411; Hartford-Saybrook-New London (63 miles), pages 227-229; New London-Saunders-town (49 miles), pages 237-241; ferry Saunders-town-Newport (note page 241).

GREENFIELD, MASS., TO NEW YORK CITY.—180 MILES.

Greenfield-Springfield (37 miles), pages 492-494; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

Separate runs listed consecutively as through routes; fractions of miles omitted.

GREENFIELD, MASS., TO NEW YORK CITY.—186 TO 190 MILES.

Greenfield-Springfield (37 miles), pages 492-494; Springfield-Hartford (27 miles), pages 408-411; Hartford-Waterbury (33 to 37 miles), pages 223-225; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury, Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

GREENFIELD, MASS., TO NEW YORK CITY.—203 MILES.

Greenfield-Pittsfield (56 miles), pages 486-488; Pittsfield-New York (147 miles), pages 456-459.

GREENFIELD, MASS., TO POUGHKEEPSIE, N. Y.—134 MILES.

Greenfield-Pittsfield (56 miles), pages 486-488; Pittsfield-Poughkeepsie, (78 miles), pages 429-433.

GREENFIELD, MASS., TO WORCESTER, MASS.—63 MILES.

Greenfield-Athol (24 miles), page 463; Athol-Worcester (39 miles), page 395.

Or Greenfield-Springfield (37 miles), pages 492-494; Springfield-Worcester (51 miles), pages 405-408.

H

HARTFORD, CONN.—SCOPE OF HARTFORD SECTION.

For Hartford to New Haven (2 routes), Springfield (3 routes), Waterbury (2 routes), Winsted-Norfolk-Canaan-Berkshire Hills, Hartford-Middletown-Saybrook-New London, Willimantic-Providence and Hartford-Stafford Springs-Southbridge-Worcester, see title page Hartford section, page 213.

HARTFORD, CONN., TO ALBANY, N. Y.—117 TO 129 MILES.

Hartford-Pittsfield (77 miles), pages 226-227; Pittsfield-Albany (40 to 52 miles), pages 421-426.

HARTFORD, CONN., TO BOSTON, MASS.—120 TO 122 MILES.

Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

HARTFORD, CONN., TO LOWELL, MASS.—125 MILES.

Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Lowell (47 miles), page 392.

HARTFORD, CONN., TO NEW YORK CITY.—116 MILES.

Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

HARTFORD, CONN., TO NEW YORK CITY.—122 TO 126 MILES.

Hartford-Waterbury (33 to 37 miles), pages 223-225; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury: Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

HARTFORD, CONN., TO POUGHKEEPSIE, N. Y.—117 TO 121 MILES.

Hartford-Waterbury (choice of 2 routes, 33 to 37 miles), pages 223-225; Waterbury-Danbury (36 miles), pages 186-191; Danbury-Poughkeepsie (48 miles), pages 210-211.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

HARTFORD, CONN., TO TROY, N. Y.—112 TO 117 MILES.

Hartford-Pittsfield (77 miles), pages 226-227; Pittsfield-Troy (choice of 2 routes, 35 to 40 miles), pages 427-429;

HARTFORD, CONN., TO THE WHITE MOUNTAINS, N. H.—238 MILES.

Hartford - Springfield (27 miles), pages 219-222; Springfield-Greenfield (37 miles), pages 411-414; Greenfield-White Mountains (174 miles), pages 469-477.

L

LOWELL, MASS.—SCOPE OF LOWELL-LAWRENCE SECTION.

For Lowell to Boston (3 routes), Manchester-Concord, Worcester, Lawrence-Haverhill-Newburyport, see title page, Lowell-Lawrence Section, page 499.

LOWELL, MASS., TO ALBANY, N. Y.—189 TO 210 MILES.

Lowell-Worcester (47 miles), page 510; Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Albany (40 to 52 miles), pages 421-426.

This trip can also be made via Fitchburg, Greenfield, and North Adams (with the option of going via Troy); but better time and roads will be found the way given.

LOWELL, MASS., TO NEWPORT, R. I.—96 TO 98 MILES.

Lowell-Boston (choice of 3 routes, 26 to 28 miles), pages 500-504; Boston-Newport (70 miles), pages 347-350.

LOWELL, MASS., TO NEWPORT, R. I.—117 TO 130 MILES.

Lowell-Worcester (47 miles), page 510; Worcester-Providence (43 miles), pages 387-388; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

LOWELL, MASS., TO NEW YORK CITY.—241 MILES.

Lowell-Worcester (47 miles), page 510; Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

LOWELL, MASS., TO PORTLAND, ME.—110 MILES.

Lowell-Newburyport (34 miles), pages 511-512; Newburyport-Portland (25 miles), pages 565-568; Portland-Portland (51 miles), pages 577-578.

LOWELL, MASS., TO WHITE MOUNTAINS, N. H.—150 MILES.

Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

M

MANCHESTER, N. H.—SEE CONCORD, N. H. (Twin Center with Concord for Blue Book routes.)

N

NEWBURYPORT, MASS.—SCOPE OF NEWBURYPORT-PORTSMOUTH SECTION.

For Newburyport to Boston, Gloucester, Haverhill, Lawrence-Lowell, and Portsmouth, see title page Newburyport-Portland Section, page 557.

NEWBURYPORT, MASS., TO PORTLAND, ME.—76 MILES.

Newburyport-Portland (25 miles), pages 565-568; Portsmouth-Portland (51 miles), pages 577-578.

NEWBURYPORT, MASS., TO PROVIDENCE, R. I.—94 TO 103 MILES.

Newburyport-Boston (49 miles), pages 557-561; Boston-Providence (45 to 54 miles), pages 307-314.

NEWBURYPORT, MASS., TO SPRINGFIELD, MASS.—142 TO 144 MILES.

Newburyport-Boston (49 miles), pages 557-561; Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321; Worcester-Springfield (51 miles), pages 385-387.

This trip can also be made via Haverhill, Lawrence and Lowell to Worcester; but better time and roads will usually be found via Boston.

NEWBURYPORT, MASS., TO WHITE MOUNTAINS, N. H.—140 MILES.

Newburyport-Portland (25 miles), pages 565-568; Portsmouth-White Mountains (115 miles), pages 568-574.

NEWBURYPORT, MASS., TO WHITE MOUNTAINS, N. H.—184 MILES.

Newburyport-Lowell (34 miles), pages 563-565; then see Lowell-White Mountains in this index.

NEWBURYPORT, MASS., TO WORCESTER, MASS.—81 TO 93 MILES.

Short route would be Newburyport-Lowell (34 miles), pages 563-565; then Lowell-Worcester (47 miles), page 510. But in most cases this trip would probably be made via Boston; Newburyport - Boston (49 miles), pages 557-561; then Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321.

NEW HAVEN, CONN.—SCOPE OF NEW HAVEN SECTION.

For New Haven to Bridgeport-Norwalk-Stamford-Greenwich, Conn., New Rochelle-New York City; Meriden-New Britain-Hartford; Middletown-Hartford; Waterbury (2 routes), Saybrook-New London; Danbury, etc., see title page New Haven section 143.

NEW HAVEN, CONN., TO BOSTON, MASS.—162 TO 164 MILES.

New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

NEW HAVEN, CONN., TO BOSTON, MASS.—172 TO 181 MILES.

New Haven-New London (53 miles), pages 158-162; New London-Providence (74 miles), pages 237-242; Providence-Boston (choice of 2 routes, 45 to 54 miles), pages 267-272.

NEW HAVEN, CONN., TO NEWPORT, R. I.—102 MILES.

New Haven-New London (53 miles), pages 158-162; New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

NEW HAVEN, CONN., TO PITTSFIELD, MASS.—95 TO 106 MILES.

New Haven-Waterbury (choice of 2 routes, 24 to 26 miles), pages 156-158; Waterbury-Pittsfield (choice of 2 routes, 71 to 80 miles), pages 175-183.

Separate runs listed consecutively as through routes; fractions of miles omitted.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

NEW HAVEN, CONN., to POUGHKEEPSIE, N. Y.—108 TO 110 MILES.

New Haven-Waterbury (choice of 2 routes, 24 to 26 miles), pages 156-158; Waterbury-Danbury (36 miles), pages 204-206; Danbury-Poughkeepsie (48 miles), pages 210-211.

*Or, New Haven to Danbury direct (37 miles), pages 162-163.

An interesting variation from the outline given is to continue from Danbury to Peekskill (35 miles), pages 207-210; then up the Hudson River Road from Peekskill to Poughkeepsie (34 miles), pages 97-99.

NEW HAVEN, CONN., TO THE WHITE MOUNTAINS, N. H.—280 MILES.

New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield-Greenfield (37 miles), pages 411-414; Greenfield-White Mountains (174 miles), pages 469-477.

See also New York to White Mountains, all of which schedules either go through or are easily entered from New Haven.

NEW HAVEN, CONN., to WORCESTER, MASS.—97 TO 120 MILES.

New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408.

Or Hartford-Worcester via Stafford Springs and Southbridge (70 miles), pages 232-233.

NEW LONDON, CONN.—SCOPE OF NEW LONDON SECTION.

For New London to Westerly-Narragansett Pier-Newport-Providence; Saybrook-New Haven; Norwich-Putnam-Worcester; Saybrook-Middletown-Hartford; Norwich-Woonsocket-Boston, and connecting routes on Long Island, see title page, New London Section, page 235.

NEW LONDON, CONN., TO NEWPORT, R. I.—49 MILES.

New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

Or New London-Providence (74 miles), pages 237-242; Providence-Fall River-Newport (40 miles), pages 279-283.

NEW LONDON, CONN., TO NEW YORK CITY—126 MILES.

New London-New Haven (52 miles), pages 242-245; New Haven-New York (74 miles), pages 145-151.

NEW LONDON, CONN., TO SPRINGFIELD, MASS.—93 MILES.

New London-Hartford (66 miles), pages 248-249; Hartford-Springfield (27 miles), pages 219-222.

NEW LONDON, CONN., TO WATERBURY, CONN.—76 TO 78 MILES.

New London-New Haven (52 miles), pages 242-245; New Haven-Waterbury (choice of two routes, 24 to 26 miles), pages 156-158.

NEWPORT, R. I., TO BOSTON, MASS.—70 MILES.

The best through route (via Fall River, Taunton and Stoughton, Mass.), given complete as one run, pages 298-300.

NEWPORT, R. I., TO CONCORD, N. H.—181 MILES.

Newport-Fall River-Providence (40 miles), pages 283-284; Providence-Worcester (43 miles), pages 292-293; Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles) pages 505-509.

NEWPORT, R. I., TO NEW YORK CITY.—177 MILES.

Newport-Saunderstown (2 miles), page 288; Saunderstown-Narragansett Pier-New London (49 miles), pages 276-279; New London-New Haven (52 miles), pages 242-245; New Haven-New York (74 miles), pages 145-151.

NEWPORT, R. I., TO PITTSFIELD, MASS.—185 TO 194 MILES.

Newport-Fall River-Providence* (40 miles), pages 283-284; Providence-Worcester (43 miles), pages 292-293; Worcester-Springfield (51 miles), pages 385-387; *Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404.

*Or Providence-Springfield (77 miles), pages 296-297.

NEWPORT, R. I., TO PITTSFIELD, MASS.—194 MILES.

Newport-Saunderstown (2 miles), page 288; Saunderstown-Narragansett Pier-New London (49 miles), pages 276-279; New London-Hartford (66 miles), pages 248-249; Hartford-Pittsfield (77 miles), pages 226-227.

NEWPORT, R. I., TO PORTSMOUTH, N. H.—144 MILES.

Newport-Taunton-Boston (70 miles), pages 298-300; Boston-Newburyport (49 miles), pages 327-332; Newburyport-Portsmouth (25 miles), pages 565-568.

*Section Center: dark face type refers to title page, listing all outbound routes.

NOW ON SALE

PRACTICAL
AUTOMOBILE
ABRIDGMENT
BY
JAMES O'GORMAN

Q This work is up to date on every subject in the English language. Is published in vest pocket size so as to be within the reach of the motorist at all times. Bound in high-grade leather. Size 3½ x 4½ inches.

PRICE, IN MOROCCO LEATHER, \$1.00

Address **JAMES O'GORMAN, Morristown, N. J.**
Mechanical Engineer and Instructor in the Advancement of Science

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

NEWPORT, R. I., TO WORCESTER, MASS.—83 MILES.

Newport-Fall River-Providence (40 miles), pages 283-284; Providence-Worcester (43 miles), pages 292-293.

NEW YORK CITY—TRUNK-LINE ROUTES INTO NEW ENGLAND.

For New York to Greenwich-Stamford-Norwalk-Bridgeport-New Haven; Danbury (via White Plains or Briarcliff Manor), and Pittsfield (direct "inland route"), see title page Preface Section, page 67.

Principal routes into New England from Peekskill, Poughkeepsie, Hudson, Albany and Troy also listed on title page Preface Section, page 67.

NEW YORK CITY TO ALBANY, N. Y.—148 MILES.

New York-Poughkeepsie (74 miles), pages 95-101; Poughkeepsie-Albany (74 miles), pages 101-106.

NEW YORK CITY TO BOSTON, MASS.—236 TO 238 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

NEW YORK CITY TO BOSTON, MASS.—246 TO 255 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-New London (53 miles), pages 158-162; New London-Providence (74 miles), pages 237-242; Providence-Boston (choice of 2 routes, 45 to 64 miles), pages 267-272.

NEW YORK TO BOSTON, MASS.—242 TO 248 MILES.

New York-Bridgeport (57 miles), pages 68-77; Bridgeport-Waterbury (32 miles), pages 78-79; Waterbury-Hartford (choice of 2 routes, 33 to 37 miles), pages 173-175; Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

This route to Boston may be pleasantly varied at the start by using Preface Section, Route No. 6 (66 miles), pages 83-87, or Preface Section, Route No. 6A (74 miles), pages 88-92, to Danbury; then Danbury-Waterbury (36 miles), pages 204-206—continued as per schedule already given to Hartford, Springfield, Worcester and Boston.

NEW YORK CITY TO BURLINGTON, VT.—303 TO 318 MILES.

New York-Poughkeepsie (74 miles), pages 95-101; Poughkeepsie-Troy (79 miles), pages 101-107; Troy-Bennington (choice of two routes, 29 to 44 miles), pages 123-124; Bennington-Burlington (121 miles), pages 675-677.

A shorter Troy-Burlington route via Eagle Bridge and Salem, N. Y., Castleton Corners, Sudbury, Vergennes and Shelburne, Vt. (132 miles), will be found in the N. Y. State edition, Vol. 1.

NEW YORK CITY TO CAPE COD, MASS.

See New York City to New Bedford in this index; New Bedford to Wareham, Mass. (principal gateway to Cape Cod, 17 miles), pages 527-528. Then see routes from Wareham listed on page 517.

Separate runs listed consecutively as through routes; fractions of miles omitted.

NEW YORK CITY TO GREENFIELD, MASS.—180 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield-Greenfield (37 miles), pages 411-414.

NEW YORK TO MANCHESTER, VT.—227 MILES.

See New York to White Mountains (Ideal Tour route).

NEW YORK CITY TO NEW BEDFORD, MASS.—235 MILES.

See New York City to Providence in this index; Providence-New Bedford (34 miles), page 289.

Or see New York City to Newport in this index; Newport-New Bedford (32 miles), pages 300-301.

NEW YORK CITY TO NEWPORT, R. I.—176 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-New London (53 miles), pages 158-162; *New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

*Or New London-Providence (74 miles), pages 237-242; Providence-Fall River-Newport (40 miles), pages 279-283.

NEW YORK CITY TO PITTSFIELD, MASS.—147 MILES.

New York-Pittsfield (direct by the "Inland Route"), pages 93-94.

NEW YORK CITY TO PITTSFIELD, MASS.—152 MILES.

New York-Poughkeepsie (74 miles), pages 95-101; Poughkeepsie-Pittsfield (78 miles), pages 112-115.

NEW YORK CITY TO PITTSFIELD, MASS.—160 TO 169 MILES.

New York-Bridgeport (57 miles), pages 68-77; Bridgeport-Waterbury (32 miles), pages 78-79; Waterbury-Pittsfield (choice of 2 routes, 71 to 80 miles), pages 175-183.

NEW YORK CITY TO PORTLAND, ME.

For choice of the best ways, all things considered, see New York to Boston in this index; then Boston-Portland in this index.

NEW YORK CITY TO PROVIDENCE, R. I.—201 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-New London (53 miles), pages 158-162; New London-Providence (74 miles), pages 237-242.

NEW YORK CITY TO RUTLAND, VT.—237 TO 252 MILES.

New York-Poughkeepsie (74 miles), pages 95-101; Poughkeepsie-Troy (79 miles), pages 101-107; Troy-Bennington (choice of two routes, 29 to 44 miles), pages 123-124; Bennington-Rutland (55 miles), page 673.

NEW YORK CITY TO RUTLAND, VT.—259 MILES.

See New York City to Pittsfield, Mass., in this index; Pittsfield-Bennington (35 miles), page 451; Bennington-Rutland (55 miles), page 673.

NEW YORK CITY - BOSTON - WHITE MOUNTAINS.

See New York-Boston and Boston-White Mountains in this index.

THE IDEAL TOUR

Route of the famous 1,000-mile New England Trip. The best route through New England, taking in the varied scenery of mountain and seashore with its attendant panorama of stream, lake, forest and the rugged coast of New England, together with that most important feature of an enjoyable motor car trip, a first-class hotel at the end of each day's run.



THE HOTELS OF THE TOUR AND THEIR LOCATIONS.

Waterbury, Conn., The Elton
 Stockbridge, Mass., Red Lion Inn
 Lenox, Mass., The Aspinwall
 Manchester, Vt., The Equinox
 Lake Sunapee, New Hampshire,
 Profile House, N. H., The Profile House

Bretton Woods, N. H., The Mt. Washington
 Pleasant House, N. H., The Mt. Pleasant
 Poland Spring, Me., Poland Spring Hotel
 New Castle, N. H., The Wentworth
 Boston, Mass., The Vendome
 The Brunswick, Mass., The Brunswick
 The Elton, Waterbury, Conn.

Write to any of above hotels for Illustrated Booklet containing running directions or apply at

POLAND SPRING OFFICE, 1180 Broadway, New York.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

NEW YORK CITY TO WHITE MOUNTAINS, N. H.—391 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield - Worcester (51 miles), pages 405-408; Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

NEW YORK CITY TO WHITE MOUNTAINS, N. H.—354 MILES.

New York-New Haven (74 miles), pages 68-78; New Haven-Hartford (42 miles), pages 151-156; Hartford-Springfield (27 miles), pages 219-222; Springfield - Greenfield (37 miles), pages 411-414; Greenfield-White Mountains (174 miles), pages 469-477.

NEW YORK CITY TO THE WHITE MOUNTAINS, N. H.—394 MILES.

What has been named by the several hotels interested, the "Ideal Tour," is covered broadly by the following references to Blue Book routes, the principal difference being that this formal tour uses Lenox or Stockbridge as the Berkshire center, instead of Pittsfield, the Blue Book center:

New York-Bridgeport (57 miles), pages 68-77; Bridgeport-Waterbury (32 miles), pages 78-79; Waterbury-Pittsfield (80 miles), pages 175-180; Pittsfield-Manchester, Vt. (58 miles), pages 451-453; Manchester-Sunapee Lake, N. H. (74 miles), pages 686-689; Sunapee Lake to the White Mountains (93 miles), pages 689-693.

The "Ideal Tour" is brought back to New York via Poland Springs, Me., Newcastle (Portsmouth), N. H., Boston, Mass., and Waterbury, Conn.

P

PITTSFIELD, MASS.—SCOPE OF PITTSFIELD SECTION.

For Pittsfield to Albany (2 routes), Troy (2 routes), Poughkeepsie, Hudson, Waterbury (2 routes), Danbury, Hartford, Springfield (4 routes), Bennington-Manchester, Vt., Greenfield and New York (direct "inland route"), see title page Pittsfield section, page 419.

PITTSFIELD, MASS., TO BOSTON, MASS.—144 TO 155 MILES.

Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444 to 449; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

PITTSFIELD, MASS., TO NEW HAVEN, CONN.—95 TO 106 MILES.

Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441; Waterbury-New Haven (choice of 2 routes, 24 to 26 miles), pages 170-172.

PITTSFIELD, MASS., TO NEWPORT, R. I.—172 TO 194 MILES.

See Pittsfield to Providence in this index; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

PITTSFIELD, MASS., TO NEWPORT, R. I.—189 MILES.

Pittsfield-Hartford (77 miles), pages 443-444; Hartford-New London (63 miles), pages 227-229; New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

Separate runs listed consecutively as through routes; fractions of miles omitted.

PITTSFIELD, MASS., TO PROVIDENCE, R. I.—145 TO 154 MILES.

Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444-449; *Springfield - Worcester (51 miles), pages 405-408; Worcester-Providence (43 miles), pages 387-388.
*Or Springfield-Providence direct (77 miles), pages 416-417.

PITTSFIELD, MASS., TO NEW YORK CITY—147 MILES.

Pittsfield-New York (direct by the "Inland Route," 147 miles), pages 456-459.

PITTSFIELD, MASS., TO NEW YORK CITY—152 MILES.

Pittsfield-Poughkeepsie (78 miles), pages 429-433; Poughkeepsie - New York (74 miles), pages 128-132.

PITTSFIELD, MASS., TO NEW YORK CITY—160 TO 169 MILES.

Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury: Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

PITTSFIELD, MASS., TO THE WHITE MOUNTAINS, N. H.—230 MILES.

Pittsfield-Greenfield (56 miles), pages 454-455; Greenfield-White Mountains (174 miles), pages 469-477.

PITTSFIELD, MASS., TO THE WHITE MOUNTAINS, N. H.—299 TO 308 MILES.

Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444-449; Springfield - Worcester (51 miles), pages 405-408; Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

PITTSFIELD, MASS., TO THE WHITE MOUNTAINS, N. H.

See also New York City to White Mountains ("The Ideal Tour") in this index.

PORTLAND, ME.—SCOPE OF MAINE SECTION.

For Portland to Portsmouth, Poland Spring, White Mountains (3 routes), Rangeley Lakes (2 routes), Bangor (2 routes), Bar Harbor, with extension routes into the Provinces, see title page Maine-Provinces section, page 711.

PORTLAND, ME., TO BOSTON, MASS.—125 MILES.

Portland - Portsmouth (51 miles), pages 713-716; Portsmouth-Newburyport (25 miles), pages 579-581; Newburyport-Boston (49 miles), pages 557-561.

PORTLAND, ME., TO BURLINGTON, VT.—196 TO 218 MILES.

Portland-White Mountains (choice of 3 routes, 86 to 108 miles), pages 724-728; White Mountains-Burlington (110 miles), pages 638-640.

PORTLAND, ME., TO LOWELL, MASS.—110 MILES.

Portland-Portsmouth (51 miles), pages 713-716; Portsmouth-Newburyport (25 miles), pages 579-581; Newburyport-Lowell (34 miles), pages 563-565.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

PORTLAND, ME., TO WORCESTER, MASS.—157 TO 169 MILES.

Short route would be to Lowell as per Portland-Lowell in this index (110 miles); then Lowell-Worcester (47 miles), page 510. But in most cases this trip would probably be made via Boston, for which see Portland-Boston in this index (125 miles), then Boston-Worcester (choice of 3 routes, 42 to 44 miles), pages 314-321.

PORTSMOUTH, N. H.—SCOPE OF NEWBURYPORT-PORTSMOUTH SECTION.

For Portsmouth to White Mountains, Plymouth, N. H., Portland, Newburyport, Concord and Manchester, see title page Newburyport-Portsmouth section, page 557.

PORTSMOUTH, N. H., TO BANGOR, ME.—182 TO 197 MILES.

Portsmouth-Portland (51 miles), pages 577-578; Portland-Bangor (131 to 146 miles), pages 735-738.

PORTSMOUTH, N. H., TO BOSTON, MASS.—74 MILES.

Portsmouth-Newburyport (25 miles), pages 579-581; Newburyport-Boston (49 miles), pages 557-561.

PORTSMOUTH, N. H., TO BURLINGTON, VT.—225 MILES.

Portsmouth-White Mountains (115 miles), pages 568-574; White Mountains-Burlington (110 miles), pages 638-640.

PORTSMOUTH, N. H., TO NEWPORT, R. I.—144 MILES.

See Portsmouth to Boston in this index; Boston-Taunton-Newport (70 miles), pages 347-350.

PORTSMOUTH TO PROVIDENCE, R. I. 119 TO 128 MILES.

See Portsmouth to Boston in this index; Boston-Providence (45 to 54 miles), pages 307-314.

PORTSMOUTH, N. H., TO RANGELEY LAKES, ME.—182 MILES.

Portsmouth-Portland (51 miles), pages 577-578; Portland-Rangeley Lakes (131 miles), pages 733-735.

PORTSMOUTH, N. H., TO WORCESTER, MASS.—106 MILES.

Portsmouth-Newburyport (25 miles), pages 579-581; then see Newburyport to Worcester in this index.

POUGHKEEPSIE, N. Y.—PRINCIPAL CONNECTIONS INTO NEW ENGLAND.

For Poughkeepsie to Danbury, Conn., and Pittsfield, Mass., see Preface Section, Routes Nos. 10 and 11, pages 109-115. Closely allied with these routes are: Peekskill to Danbury, pages 107-109; Hudson to Pittsfield, pages 115-116.

POUGHKEEPSIE, N. Y., TO BOSTON, MASS.—222 TO 233 MILES.

Poughkeepsie-Pittsfield (73 miles), pages 112-115; Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444 to 449; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

POUGHKEEPSIE, N. Y., TO GREENFIELD, MASS.—134 MILES.

Poughkeepsie-Pittsfield (78 miles), pages 112-115; Pittsfield-Greenfield (56 miles), pages 454-455.

POUGHKEEPSIE, N. Y., TO HARTFORD, CONN.—117 TO 121 MILES.

Poughkeepsie-Danbury (48 miles), pages 109-111; Danbury-Waterbury (36 miles), pages 204-206; Waterbury-Hartford (choice of 2 routes, 33 to 37 miles), pages 173-175.

POUGHKEEPSIE, N. Y., TO NEW HAVEN, CONN.—85 MILES.

Poughkeepsie-Danbury (48 miles), pages 109-111; Danbury-New Haven (37 miles), page 203. This trip is frequently made via Waterbury, for which see Poughkeepsie-Waterbury in this index; Waterbury-New Haven (choice of 2 routes, 24 to 26 miles), pages 170-172.

POUGHKEEPSIE, N. Y., TO SPRINGFIELD, MASS.—129 TO 144 MILES.

This trip can be made about equally well via (1) Pittsfield or via (2) Hartford. 1. Poughkeepsie-Pittsfield (78 miles), pages 112-115; Pittsfield-Springfield (choice of 4 routes, 51 to 60 miles), pages 444-449. (2) See Poughkeepsie to Hartford in this index; Hartford-Springfield (27 miles), pages 219-222.

POUGHKEEPSIE, N. Y., TO WATERBURY, CONN.—84 MILES.

Poughkeepsie-Danbury (48 miles), pages 109-111; Danbury-Waterbury (36 miles), pages 204-206.

PROVIDENCE, R. I.—SCOPE OF RHODE ISLAND SECTION.

For Providence to Boston (2 routes), Narragansett Pier-Westerly-New London; choice of routes to and from Newport, New Bedford, Taunton-Middleboro-Plymouth-Brockton-Nantasket Beach, Woonsocket-Worcester, Willimantic, Hartford-Southbridge-Palmer-Springfield, see title page Rhode Island section, page 263.

PROVIDENCE, R. I., TO NEW YORK CITY—199 MILES.

Providence-New London (73 miles), pages 272-279; New London-New Haven (52 miles), pages 242-245; New Haven-New York (74 miles), pages 145-151.

PROVIDENCE, R. I., TO PITTSFIELD, MASS.—145 TO 154 MILES.

Providence-Worcester (43 miles), pages 292-293; Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404. Or Providence-Springfield (77 miles), pages 296-297.

PROVIDENCE, R. I., TO WATERBURY, CONN.—149 TO 151 MILES.

Providence-New London (73 miles), pages 272-279; New London-New Haven (52 miles), pages 242-245; New Haven-Waterbury (choice of 2 routes, 24 to 26 miles), pages 156-158.

PROVIDENCE, R. I., TO THE WHITE MOUNTAINS, N. H.—234-243 MILES.

Providence-Boston (choice of 2 routes, 45 to 54 miles), pages 267-272; Boston-Newburyport (49 miles), pages 327-332; Newburyport-Portsmouth (25 miles), pages 565-568; Portsmouth-White Mountains (115 miles), pages 568-574.

PROVIDENCE, R. I., TO THE WHITE MOUNTAINS, N. H.—240 MILES.

Providence-Worcester (43 miles), pages 292-293; Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

Separate runs listed consecutively as through routes; fractions of miles omitted.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

SPRINGFIELD, MASS.—SCOPE OF SPRINGFIELD SECTION.

For Springfield to Pittsfield (4 routes), Worcester, Hartford, Greenfield (2 routes), Palmer-Southbridge-Providence, see title page Springfield Section, page 397.

SPRINGFIELD, MASS., TO ALBANY, N. Y.—91 TO 112 MILES.

Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Albany (40 to 52 miles), pages 421-426.

SPRINGFIELD, MASS., TO BOSTON, MASS.—93 TO 95 MILES.

Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

SPRINGFIELD, MASS., TO BURLINGTON, VT.—207 TO 214 MILES.

Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Bennington (35 miles), page 451; Bennington-Burlington (121 miles), pages 675-677.

Or via Rutland: Bennington-Rutland (55 miles), page 673; Rutland-Burlington (64 miles), page 674.

SPRINGFIELD, MASS., TO BURLINGTON, VT.—224 MILES.

Springfield-Greenfield (37 miles), pages 411-414; Greenfield-White River Junction (91 miles), pages 469-472; White River Junction-Burlington (96 miles), pages 496-497.

SPRINGFIELD, MASS., TO NEWPORT, R. I.—121 TO 134 MILES.

*Springfield-Worcester (51 miles), pages 405-408; Worcester-Providence (43 miles), pages 387-388; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

*Or from Springfield-Providence direct (77 miles), pages 416-417.

SPRINGFIELD, MASS., TO NEWPORT, R. I.—139 MILES.

Springfield-Hartford (27 miles), pages 408-411; Hartford-Saybrook-New London (63 miles), pages 227-229; New London-Saunderstown (49 miles), pages 237-241; ferry Saunderstown-Newport (note page 241).

SPRINGFIELD, MASS., TO NEWPORT, R. I.—163 TO 165 MILES.

See Springfield to Boston in this index (93 to 95 miles); Boston-Newport (70 miles), pages 347-350.

SPRINGFIELD, MASS., TO NEW YORK CITY.—143 MILES.

Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

SPRINGFIELD, MASS., TO NEW YORK CITY.—149 TO 165 MILES.

Springfield-Hartford (27 miles), pages 408-411; Hartford-Waterbury (33 to 37 miles), pages 223-225; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

*Or from Waterbury, Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.

SPRINGFIELD, MASS., TO POUGHKEEPSIE, N. Y.—129 TO 144 MILES.

This trip can be made about equally well via (1) Pittsfield or via (2) Hartford. 1. Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Poughkeepsie (78 miles), pages 429-433. 2. Springfield-Hartford (27 miles), pages 408-411; Hartford-Waterbury (choice of 2 routes, 33 to 37 miles), pages 223-225; Waterbury-Danbury (36 miles), pages 186-191; Danbury-Poughkeepsie (48 miles), pages 210-211.

SPRINGFIELD TO WHITE MTS.—211 MILES.

Springfield-Greenfield (37 miles), pages 411-414; Greenfield-White Mountains (174 miles), pages 469-477.

See also New York to White Mountains, all of which schedules either go through or are easily entered from Springfield.

T

TROY, N. Y., TO BOSTON, MASS.—178 MILES.

Troy-Greenfield (78 miles), pages 121-123; Greenfield-Boston (100 miles), pages 463-467.

TROY, N. Y., TO BURLINGTON, VT.—150 TO 165 MILES.

Troy-Bennington (choice of 2 routes, 29 to 44 miles), pages 123-124; Bennington-Burlington (121 miles), pages 675-677.

A shorter Troy-Burlington route via Eagle Bridge and Salem, N. Y., Castleton Corners, Sudbury, Vergennes and Shelburne, Vt. (132 miles), will be found in the N. Y. State edition, Vol. 1.

TROY, N. Y., TO HARTFORD, CONN.—112 TO 117 MILES.

Troy-Pittsfield (choice of 2 routes, 35 to 40 miles), pages 120-121; Pittsfield-Hartford (77 miles), pages 443-444.

TROY, N. Y., TO RUTLAND, VT.—84 TO 99 MILES.

Troy-Bennington (choice of 2 routes, 29 to 44 miles), pages 123-124; Bennington-Rutland (55 miles), page 673.

TROY, N. Y., TO SPRINGFIELD, MASS.—115 MILES.

Troy-Greenfield (78 miles), pages 121-123; Greenfield-Springfield (37 miles), pages 492-494.

See also Albany-Springfield in this index.

TROY, N. Y., TO WATERBURY, CONN.—106 TO 120 MILES.

Troy-Pittsfield (choice of 2 routes, 35 to 40 miles), pages 120-121; Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441.

TROY, N. Y., TO THE WHITE MOUNTAINS, N. H.—219 TO 234 MILES.

Troy-Bennington (choice of 2 routes, 29 to 44 miles), pages 123-124; Bennington-Manchester, Vt. (23 miles), pages 451-453; Manchester-Sunapee Lake, N. H. (74 miles), pages 686-689; Sunapee Lake to the White Mountains (93 miles), pages 689-693.

TROY, N. Y., TO THE WHITE MOUNTAINS, N. H.—252 MILES.

Troy-Greenfield (78 miles), pages 121-123; Greenfield-White Mountains (174 miles), pages 469-477.

W

WATERBURY, CONN.—SCOPE OF WATERBURY SECTION.

For Waterbury to Bridgeport, New Haven (2 routes), Hartford (2 routes), Pittsfield (2 routes), and Danbury, see title page Waterbury-Danbury section, page 167.

WATERBURY, CONN., TO ALBANY, N. Y.—111 TO 132 MILES.

Waterbury-Pittsfield (choice of 2 routes, 71 to 80 miles), pages 175-183; Pittsfield-Albany (40 to 52 miles), pages 421-426.

WATERBURY, CONN., TO BOSTON, MASS.—153 TO 159 MILES.

Waterbury-Hartford (choice of 2 routes, 33 to 37 miles), pages 173-175; Hartford-Springfield (27 miles), pages 219-222; Springfield-Worcester (51 miles), pages 405-408; Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385.

Separate runs listed consecutively as through routes; fractions of miles omitted.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

WATERBURY, CONN., TO NEWPORT, R. I.—126 TO 128 MILES.

Waterbury-New Haven (choice of 2 routes, 24 to 26 miles), pages 170-172; New Haven-New London (53 miles), pages 158-162; New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

WATERBURY, CONN., TO NEWPORT, R. I.—145 TO 149 MILES.

Waterbury-Hartford (choice of 2 routes, 33 to 37 miles), pages 173-175; Hartford-New London (63 miles), pages 227-229; New London-Narragansett Pier-Saunderstown (49 miles), pages 237-241; Saunderstown-Newport (note), page 241.

WATERBURY, CONN., TO NEW YORK CITY—89 MILES.

Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

WATERBURY, CONN., TO NEW YORK CITY—101 TO 110 MILES.

Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.

WATERBURY, CONN., TO POUGH-KEEPSIE, N. Y.—84 MILES.

Waterbury-Danbury (36 miles), pages 186-191; Danbury-Poughkeepsie (48 miles), pages 210-211.

WATERBURY, CONN., TO THE WHITE MOUNTAINS, N. H.—305 MILES.

Waterbury-Pittsfield (80 miles), pages 175-180; Pittsfield-Manchester, Vt. (58 miles), pages 451-453; Manchester-Sunapee Lake, N. H. (74 miles), pages 686-689; Sunapee Lake to the White Mountains (93 miles), pages 689-693. By running to Hartford (33 to 37 miles), pages 173-175, connection is made with the Connecticut River-White Mts. line; see "Hartford to the White Mountains" in this index.

WHITE MOUNTAINS, N. H.—SCOPE OF WHITE MOUNTAIN SECTION.

For White Mountains to White River Junction-Clairemont-Bellows Falls-Battleboro-Greenfield; Intervale-Rochester-Dover-Portsmouth; Portland, Me. (3 routes), St. Johnsbury-Montpelier-Burlington; 2 round trips to Dixville Notch, Rumford Falls-Rangeley Lakes; special round trip to Poland Spring, Me., and to Sunapee Lake, N. H.-Manchester, Vt., see title page, White Mountain section, page 611.

WHITE MOUNTAINS, N. H., TO ALBANY, N. Y.—270 TO 282 MILES.

White Mountains-Greenfield (174 miles), pages 613-619; Greenfield-Pittsfield (56 miles), pages 486-488; Pittsfield-Albany (choice of 2 routes, 40 to 52 miles), pages 421-426. See also White Mountains-Troy.

WHITE MOUNTAINS, N. H., TO BOSTON, MASS.—176 TO 178 MILES.

White Mountains-Concord (99 miles), pages 626-631; Concord-Lowell (51 miles), pages 598-601; Lowell-Boston (choice of 3 routes, 26 to 28 miles), pages 500-504.

WHITE MOUNTAINS, N. H., TO BOSTON, MASS.—189 MILES.

White Mountains-Portsmouth (115 miles), pages 621-625; Portsmouth-Newburyport (25 miles), pages 579-581; Newburyport-Boston (49 miles), pages 557-561.

WHITE MOUNTAINS, N. H., TO NEWPORT, R. I.—267 TO 280 MILES.

White Mountains-Concord (99 miles), pages 626-631; Concord-Lowell (51 miles), pages 598-601; Lowell-Worcester (47 miles), page 510; Worcester-Providence (43 miles), pages 387-388; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

Or see White Mountains to Boston in this index; Boston-Newport (70 miles), pages 347-350.

WHITE MOUNTAINS, N. H., TO NEW YORK CITY—354 MILES.

White Mountains-Greenfield (174 miles), pages 613-619; Greenfield-Springfield (37 miles), pages 492-494; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

WHITE MOUNTAINS, N. H., TO NEW YORK CITY—391 MILES.

White Mountains-Concord (99 miles), pages 626-631; Concord-Lowell (51 miles), pages 598-601; Lowell-Worcester (47 miles), page 510; Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

WHITE MOUNTAINS, N. H., TO NEW YORK CITY—385 TO 394 MILES.

White Mountains-Sunapee Lake (93 miles), pages 665-668; Sunapee Lake-Manchester, Vt. (74 miles), pages 668-669; Manchester-Pittsfield (58 miles), pages 682-683; Pittsfield-Waterbury (choice of 2 routes, 71 to 80 miles), pages 435-441; *Waterbury-Bridgeport (32 miles), pages 168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury: Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

WHITE MOUNTAINS, N. H., TO TROY, N. Y.—219 TO 234 MILES.

White Mountains-Sunapee Lake (93 miles), pages 665-668; Sunapee Lake-Manchester, Vt. (74 miles), pages 668-669; Manchester-Bennington (23 miles), page 682; Bennington-Troy (choice of 2 routes, 29 to 44 miles), page 679.

WORCESTER, MASS.—SCOPE OF WORCESTER SECTION.

For Worcester to Boston (3 routes), Warren-Palmer-Springfield; Woonsocket-Providence, Putnam, Norwich, New London; Gardner-Fitchburg, Lowell, Taunton, Southbridge-Hartford and Athol, see title page, Worcester Section, page 375.

WORCESTER, MASS., TO ALBANY, N. Y.—142 TO 163 MILES.

Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Albany (40 to 52 miles), pages 421-426.

WORCESTER, MASS., TO CONCORD, N. H.—98 MILES.

Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles), pages 505-509.

WORCESTER, MASS., TO NEWPORT, R. I.—70 TO 83 MILES.

Worcester-Providence (43 miles), pages 387-388; Providence-Newport (choice of 3 routes, 27 to 40 miles), pages 279-287.

Separate runs listed consecutively as through routes; fractions of miles omitted.

INDEX OF PRINCIPAL TRUNK-LINE ROUTES.

Separate runs listed consecutively as through routes; fractions of miles omitted.

WORCESTER, MASS., TO NEW YORK CITY—194 MILES.

Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-New Haven (42 miles), pages 215-219; New Haven-New York (74 miles), pages 145-151.

WORCESTER, MASS., TO NEW YORK CITY—201 MILES.

Worcester-New London (75 miles), pages 388-390; New London-New Haven (52 miles), pages 242-245; New Haven-New York (74 miles), pages 145-151.

WORCESTER, MASS., TO NEW YORK CITY—200 TO 204 MILES.

Worcester-Springfield (51 miles), pages 385-387; Springfield-Hartford (27 miles), pages 408-411; Hartford-Waterbury (33 to 37 miles), pages 223-225; *Waterbury-Bridgeport (32 miles), pages

168-170; Bridgeport-New York (57 miles), pages 147-151.

[*Or from Waterbury, Waterbury-Danbury (36 miles), pages 186-191; Danbury-New York (65 to 74 miles), pages 192-199.]

WORCESTER, MASS., TO POUGHKEEPSIE, N. Y., 180 TO 189 MILES.

Worcester-Springfield (51 miles), pages 385-387; Springfield-Pittsfield (choice of 4 routes, 51 to 60 miles), pages 399-404; Pittsfield-Poughkeepsie (78 miles), pages 429-433.

WORCESTER, MASS., TO THE WHITE MOUNTAINS, N. H.,—197 MILES.

Worcester-Lowell (47 miles), page 392; Lowell-Concord (51 miles), pages 505-509; Concord to White Mountains (99 miles), pages 587-595.

Or Worcester-Boston (choice of 3 routes, 42 to 44 miles), pages 377-385; then see Boston to White Mountains in this index.

INDEX TO HOTEL AND GARAGE ADVERTISEMENTS

City	Advertiser	Page
Augusta Me.	Augusta House.	731
"	Capital Garage.	731
Ayer, Mass.	E. O. Proctor.	323
Bangor, Me.	Bangor House.	736
Bath, Me.	Bath Automobile and Gas Engine Co.	736
Bellows Falls, Vt.	Hotel Windham.	470
"	Gates' Garage.	470
Bennington, Vt.	The Walloomsac Inn.	672
"	Newton's Garage.	672
Berlin, N. H.	The City Garage.	644
Bethlehem, N. H.	The Maplewood.	594
"	The Sinclair.	592
Boston, Mass.	Hotel Somerset.	302
"	Hotel Vendome.	306
"	Hotel Thorndike.	266, 357
"	Hotel Brunswick.	308
"	Hotel Beaconsfield.	379
"	Park Square Auto Stat'n.	302
"	Motor Mart Garage.	306
"	Dodge Motor Vehicle Co.	308
Bradford, Vt.	Hotel Low.	474
Brattleboro, Vt.	Brooks House.	468
"	The E. R. Clark Auto Co.	468
Bretton Woods, N.H.	The Mount Washington.	608
"	The Mount Pleasant.	608
Bridgeport, Conn.	Atlantic Hotel.	76
"	Young's Restaurant.	147
"	Miller Motor Car Co.	76
"	The Blue Ribbon Garage.	76
"	Bridgeport Automobile Co.	146
"	Rantz & Bentley.	146
Brockton, Mass.	W. H. Marble Auto Company.	354
Brookline, Mass.	Hotel Beaconsfield.	379
Burlington, Vt.	Van Ness House.	605
Canaan, Conn.	The Canfield.	436
"	The Canfield Auto Stat'n.	436
Chatham, Mass.	The Monomoyck Inn.	541
Cheshire, Conn.	Scott's Waverly Inn.	156
Claremont, N. H.	Hotel Claremont.	470
"	Jewett's Garage.	470
Colebrook, N. H.	New Colebrook House.	643
Concord, Mass.	The Colonial Inn.	323
Concord, N. H.	Eagle Hotel.	584
"	Official A. A. A. Blue Book Station.	584
Crawford H'se, N.H.	Crawford House.	612

City	Advertiser	Page
Danbury, Conn.	Hotel Green.	190
"	Pyramid Motor Car Co.	190
Dennis, Mass.	The Nobscussett.	537
Dixville Notch, N.H.	The Balsams.	643
Dover, N. H.	Wentworth's Garage.	568
E. Northfield, Mass.	The Northfield.	480
Enfield, Conn.	Hazard Place.	221
Fabyans, N. H.	Fabyan House.	612
Fairhaven, Mass.	Tabitha Inn.	516
Fall River, Mass.	Central Garage.	280
Falmouth, Mass.	Crocker's Garage and Machine Shop.	539
Farmington, Conn.	Elm Tree Inn.	226
Fenwick, Conn.	Fenwick Hall.	160
Fitchburg, Mass.	E. A. Stevens Company.	324
Franconia, N. H.	Peckett's-on-Sugar Hill.	592
Franconia, N. H.	Hunt's Forest Hill Hotel.	592
Gardner, Mass.	Windsor House.	325
Gloucester, Mass.	Perkins & Corliss.	335
Gorham, N. H.	The Mount Madison H'se.	663
Great Barrington, Mass.	The Berkshire Inn.	430
"	John N. Easland.	430
"	Taylor's Garage.	178, 435
Greenfield, Mass.	Mansion House.	460
"	The Weldon.	462
"	Hotel Devens.	404
"	Greenfield Automobile Co.	463
Greenwich, Conn.	Edgewood Inn.	70
"	The Maples.	73
"	The Bullard Garage.	72
"	Greenwich Automobile Station.	73
Hanover, N. H.	The Hanover Inn.	474
Hartford, Conn.	Allyn House.	215
"	The Heublein.	212
"	Highland Court Apartment Hotel.	216
"	The Palace Auto Station Co., Inc.	212
"	The Miner Garage Co.	214
Haverhill, Mass.	Hill Motor Car Co.	346
Holderness, N. H.	The Asquam House.	574
Holyoke, Mass.	Hotel Hamilton.	410
Hooksett, N. H.	Riverside Inn.	508
Huntington, L. I., N. Y.	Chateau des Beaux-Arts.	255
Intervale, N. H.	The Intervale House.	620

INDEX TO HOTEL AND GARAGE ADVERTISEMENTS

City	Advertiser	Page
Jackson, N. H.	Wentworth Hall and Cottages.....	573
Jefferson, N. H.	The Waumbek and Cottages.....	610
Keene, N. H.	Cheshire House.....	372
Lake Sunapee, N. H.	The Granliden Hotel.....	687
"	" Soo-Nipi Park Lodge.....	688
Lakeville, Conn.	The New Wononsco.....	112
"	" The James Stuart Co. Garage.....	112
Lawrence, Mass.	The Franklin House.....	498
Leicester, Mass.	Leicester Inn.....	406
Lenox, Mass.	Hotel Aspinwall.....	428
"	" Curtis Hotel.....	400
"	" Morse Garage.....	428
Litchfield, Conn.	Litchfield Inn.....	182
Littleton, N. H.	Thayer's Hotel.....	476
Lowell, Mass.	The New American.....	498
"	" Lowell Automobile Co.....	498
Lyme, Conn.	Old Lyme Inn.....	161
Lynn, Mass.	Derbab's Auto Station.....	330
Magnolia, Mass.	The Hesperus and Cottages.....	333
Manchester, Mass.	Perkins & Corliss.....	335
Manchester, N. H.	Brodie Electric Co.....	508
"	" Hadlock's Automobile Garage.....	508
Manchester, Vt.	The Equinox.....	672
Maplewood, N. H.	Maplewood Hotel.....	594
Marblehead, Mass.	Fern-Croft Cabin.....	328
Meriden, Conn.	Winthrop Hotel.....	152
Middletown, Conn.	F. I. Caulkins & Co.....	155
Montpelier, Vt.	The Pavilion Hotel.....	702
Nantasket Beach, Mass.	The Atlantic House.....	267, 357
Narragansett Pier, R. I.	Green's Inn.....	273
"	" The Gladstone.....	276
"	" Elm Cottage.....	274
"	" Colonial Garage.....	274
Nashua, N. H.	Tremont House.....	506
Newburyport, Mass.	The Wolfe Tavern.....	554
"	" Ingalls Garage Co.....	554
Newtown, Conn.	Newtown Inn.....	188
New Bedford, Mass.	S. C. Lowe Garage.....	516
"	" D. L. Parker & Co. Auto Station.....	516
New Britain, Conn.	Corbin Garage.....	154
New Castle, N. H.	Hotel Wentworth.....	566
New Haven, Conn.	Moseley's New Haven House.....	142
"	" White's New Tontine Hotel.....	142
"	" Holcomb Company.....	142
"	" The Reichert Automobile Company.....	142
"	" Knight's Garage.....	144
New London, Conn.	The Mohican Hotel.....	234
"	" The Griswold.....	236
"	" Crocker House.....	236
"	" Pequot House and Cottages.....	237
New York City	Hotel Empire.....	150
"	" The New Grand.....	Inside Front Cover
"	" Hotel Woodstock.....	670
Norfolk, Conn.	Norfolk Inn.....	178
Northampton, Mass.	The Draper Hotel.....	412
"	" Northampton Garage Co.....	413
North Adams, Mass.	The New Richmond Hotel.....	452
"	" The Wilson Hotel.....	450

City	Advertiser	Page
North Adams, Mass.	Davenport's Fire-Proof Garage.....	452
North Attleboro, Mass.	J. P. Ballou.....	267
North Woodstock, N. H.	Deer Park Hotel.....	588
Norwalk, Conn.	Norwalk Hotel.....	75
Norwich, Conn.	Baird & Swan.....	246
Newport, R. I.	New Perry House.....	282
"	" Casino Garage.....	282
"	" Newport Engineering Works.....	282
Penacook, N. H.	The Hoyt Electrical Instrument Works.....	587
Pittsfield, Mass.	Hotel Wendell.....	418
"	" The Maplewood.....	420
"	" The New American.....	425
"	" Central Automobile Station Co.....	422
"	" Pittsfield Auto Garage.....	424
Plymouth, Mass.	Hotel Pilgrim.....	358
"	" Samoset House.....	358
"	" George E. Rounds.....	358
Plymouth, N. H.	Pemigewasset House.....	588
"	" Sanborn's Garage.....	590
Poland, Me.	Poland Summit House.....	716
Poland Spring, Me.	Poland Spring House.....	657
"	" Mansion House.....	657
Portland, Me.	Columbia Hotel.....	710
"	" West End Hotel.....	712
"	" Maine Motor Carriage Co.....	710
"	" F. A. Nickerson Co.....	710
"	" Dowling's Garage.....	712
"	" L. C. Gilson Automobile Co.....	712
Portsmouth, N. H.	Rockingham Hotel.....	556
"	" Beacham's Portsmouth Fire-Proof Garage.....	556
Poughkeepsie N. Y.	Nelson House.....	99, 128, 433
"	" John Van Benschoten.....	432
Profile H'se, N. H.	The New Profile House.....	591
Providence, R. I.	Narragansett Hotel.....	262
"	" The Crown Hotel.....	262
"	" Hof Brau Haus.....	262
"	" Davis Automobile Company.....	263
"	" Dauer Auto Co.....	265
"	" Waite Auto Supply Co.....	265
Provincetown, Mass.	Gifford House.....	538
Rutland, Vt.	The Berwick.....	670
"	" Rutland Garage and Repair Shop.....	670
Rye Beach, N. H.	The Farragut House.....	566
Saco, Me.	Saco Automobile Co.....	578
Salem, Mass.	Essex House.....	330
"	" Zina Goodell.....	330
Savin Rock, Conn.	Cox's Hotel.....	144
Saybrook, Conn.	Fenwick Hall.....	160
South Sudbury, Mass.	The Wayside Inn.....	315
South Williamstown, Mass.	The Idlewild Hotel.....	450
Spofford, N. H.	Pine Grove Spring Hotel.....	490
Springfield, Mass.	Cooley's Hotel.....	396
"	" Massasoit House.....	396
"	" The Worthy.....	396
"	" Springfield Automobile Company.....	398
"	" Norcross-Cameron Co.....	398
"	" The E. R. Clark Automobile Co.....	399

INDEX TO HOTEL AND GARAGE ADVERTISEMENTS

City	Advertiser	Page
Stamford, Conn.	Hotel Carlton	74
"	" Mechaley Auto Company	74
"	" Bell Brothers Garage	74
Stockbridge, Mass.	The Red Lion Inn	430
"	" Heaton Hall	430
Stockbridge, Mass.	Morrissey's Garage	431
"	" Wooley's Garage	428
Sudbury, Vt.	Hyde Manor	675
Sugar Hill, N. H.	Peckett's-on-Sugar Hill	592
Twin Mountain		
House, N. H.	Twin Mountain House	612
Swampscott, Mass.	New Ocean House	328
Templeton, Mass.	Templeton Inn	325
Walpole, N. H.	The Walpole Inn	469
"	" The Wentworth	618
Waterbury, Conn.	The Elton	166
"	" The E. H. Towle Co.	166
Waterbury, Vt.	Waterbury Inn	702
W. Brookfield, Mass.	Ye Olde Tavern	406
Westerly, R. I.	Dixon House	239
"	" The Westerly Garage	293
"	" Smith's Garage	239

City	Advertiser	Page
West Haven, Conn.	Cox's Hotel	144
Westport, Conn.	Hawthorne Inn	75
White River Junction, Vt.	Junction House	472
Williamstown, Mass.	The Greylock	450
Winsted, Conn.	Hotel Winchester	178
"	" Park Hotel	178
Woodmont, Conn.	Hotel Pembroke	145
Worcester, Mass.	Hotel Standish	374
"	" State Mutual Restaurant	376
"	" Bay State House	376
"	" The Warren	377
"	" Worcester Automobile Club	376
"	" Pilot Garage	374, 407
"	" Worcester Motor Car Co.	376
York Beach, Me.	The Hastings-Lyman	576
York Cliffs, Me.	Passaconaway Inn	576
York Harbor, Me.	Marshall House	576
York Village, Me.	The York Automobile Garage	577

INDEX TO GENERAL ADVERTISERS

	Page
Automobile Trade Directory, New York	769
Auto Top & Equipment Co., New York	768
E. M. Bemford, Mount Vernon, N. Y.	32
Chelsea Clock Co., Boston, Mass.	36
Columbia Lubricant Co., New York	14
Comptoir D'Innovations Pour Automobiles, New York	762-763
Connecticut Tel. & Elec. Co., Meriden, Conn.	768
Dubonnet, New York	767
Ford Motor Co., Detroit, Mich.	24
G. W. Fuller Co., Hartford, Conn.	34
Garford Motor Car Co., New York	30
Geisler Bros., New York	1
A. W. Harris Oil Co., Providence, R. I.	770
<i>Inside Back Cover</i>	
Hartford Rubber Works, Hartford, Conn.	16
Haynes Auto Co., Kokomo, Ind.	28
Herz & Co., New York	767-768
Hicks Speed Indicator Co., Brooklyn, N. Y.	766

	Page
Ideal Tour, New England	46
Iver Johnson Sporting Goods Co., Boston, Mass.	34
Morgan & Wright, Detroit, Mich.	18
Albert Muller, New York	767
N. Y. & N. J. Lubricant Co., New York	12
James O'Gorman, Morristown, N. J.	44
Wm. H. Richardson Co., Boston, Mass.	311
Smith, Cray & Davidge, Binghamton, N. Y.	32
Stevens-Duryea Co., Chicopee Falls, Mass.	22
Stewart & Clark Mfg. Co., Chicago, Ill.	764
Studebaker Automobile Co., South Bend, Ind.	26
Triumph Engineering Co., New York	765
Valvoline Oil Co., Boston, Mass.	766
Warner Instrument Co., Beloit, Wis.	20-761
Weed Chain Tire Grip Co., New York	30
The White Company, Cleveland, Ohio	2-759
The White & Bagley Co., Worcester, Mass.	36
A. J. Wilkinson & Co., Boston, Mass.	765

CLASSIFIED INDEX OF GENERAL ADVERTISERS

Automobiles—	
Ford Motor Co., Detroit, Mich.	24
Garford Motor Car Co., New York	30
Haynes Auto Co., Kokomo, Ind.	28
Stevens-Duryea Co., Chicopee Falls, Mass.	22
Studebaker Automobile Co., South Bend, Ind.	26
The White Company, Cleveland, Ohio	2-759
Batteries—	
Geisler Bros., New York	1
Albert Muller, New York	767
Books—	
James O'Gorman, Morristown, N. J.	44
Clocks—	
Chelsea Clock Co., Boston, Mass.	36
Coils, Etc.—	
Connecticut Tel. & Elec. Co., Meriden, Conn.	768
Directory—	
Automobile Trade Directory, New York	769
Oils—	
Columbia Lubricant Co., New York	14
A. W. Harris Oil Co., Providence, R. I.	770
<i>Inside Back Cover</i>	
N. Y. & N. J. Lubricant Co., New York	12
Valvoline Oil Co., Boston, Mass.	766
The White & Bagley Co., Worcester, Mass.	36

Outfitters—	
Wm. H. Richardson Co., Boston, Mass.	311
Smith, Cray & Davidge, Binghamton, N. Y.	32
Spark Plugs—	
E. M. Bemford, Mount Vernon, N. Y.	32
Triumph Engineering Co., New York	765
Speed Indicators—	
Hicks Speed Indicator Co., Brooklyn, N. Y.	766
Stewart & Clark Mfg. Co., Chicago, Ill.	764
Warner Instrument Co., Beloit, Wis.	20-761
Supplies—	
Herz & Co., New York	767-768
Iver Johnson Sporting Goods Co., Boston, Mass.	34
Comptoir D'Innovations Pour Automobiles, New York	762-763
A. J. Wilkinson & Co., Boston, Mass.	765
Tires—	
Hartford Rubber Works, Hartford, Conn.	16
Morgan & Wright, Detroit, Mich.	18
Tire Chains—	
Weed Chain Tire Grip Co., New York	30
Tops—	
Auto Top & Equipment Co., New York	768
Tours—	
Ideal Tour, New England	46
Trunks—	
G. W. Fuller Co., Hartford, Conn.	3

CHART OF AUTOMOBILE LAWS UP TO MARCH 15, 1908.

In general: When traveling in "exempt" States display home license number and tags; in non-exempt States remove number and tags of home and other States

	Registration with	Fees	Numbers	Lamps	Non-Residents	Speeds
CONN.	Secretary of State. Hartford.	Annual registration of car. Less than 20 H. P., \$3.00; 20-30 H. P., \$5.00; 30 H. P. up, \$10.00. Operator's license (annual) \$2.00.	Must be obtained from Secretary of State—\$1.00 for set of two.	Front and rear lights required.	Exempt 10 successive days, but home-State number must be carried.	Must not exceed 25 miles per hour, "or at a rate of speed greater than is reasonable and proper."
DEL.	Secretary of State. Dover.	\$3 for registration; \$2 for driver's license; both annually on January 1st.	5 in. high, front and rear, with year and initials of State.	1 white forward; 1 white rear illuminating number; 1 red rear.	Exempt 10 days a year.	10 m. curves and intersections; 12 m. cities and towns; 20 m. elsewhere. Chains prohibited except on dirt roads.
D. C.	The Automobile Board. Washington.	None, but license to operate required.	3 in. rear; initials "D. C." 1 in. high.	2 forward at sides; and 1 rear showing red and white.	Exempt 60 days; but non-residents must register with the Automobile Board within 24 hours.	Fire limits, 12 m.; 15 m. parks; 8 m. across streets; 6 m. corners; 4 m. certain designated streets and corners; 20 m. outside fire limits; 12 m. meeting and passing vehicles.
ILLINOIS.	Secretary of State. Springfield.	\$2.00; professional chauffeur \$1.00.	Front and rear 4 in. high; letters "ILL" 1 in. high; black on white ground.	2 in front with Nos. thereon 1 in. high; 1 red rear.	Exempt so far as State is concerned.	15 m. outskirts; 10 m. built-up section; 6 m. corners and crossings; 20 m. elsewhere.
INDIANA.	Secretary of State. Indianapolis.	\$1.00.	4 in. front and rear, 1st 3 letters of State, 4 in. high; white on black.	"Shall carry lighted lamps."	Exempt.	8 m. closely built portions; 15 m. other portions; 20 m. outside.
KY.	No State provision. Local authorities should be consulted.	No State provision.	No State provision.	1 white front, 1 red rear.	Exempt so far as State is concerned.	6 m. crossings, bridges, curves and descents; 15 m. elsewhere.
MAINE.	Secretary of State. Augusta.	\$2.00 registration; \$2.00 license. Both indefinitely.	Supplied by State.	1, location and color not specified.	Exempt	8 m. cities, towns, etc. 15 m. elsewhere; prohibited certain roads, Bluefield, Camden, Mt. Desert, Readfield, Eden, Castine.

MD.	Secretary of State. Annapolis.	Owners \$3.00; chauffeurs \$2.00. Perpetual; owner needs no driving license.	3 in. high front and rear, white on black background, 3 in. wide. Remove all other tags.	2 white front, with number 2 in. high; 1 red rear.	Not exempt.	6 m. sharp curves, intersections of prominent cross-roads; built up portion of city; elsewhere, 12 m.
MASS.	High way Commission. Boston.	\$5.00 registration, annually. \$2.00 private operating license, perpetual. \$2.00 pro. chauffeur's license, good year from date.	Front and rear. Plates furnished free.	1 white each side front, containing numbers 1 in. high.	Exempt 7 successive days.	12 m. cities; 20 m. country; 8 m. curves and intersections.
MICH.	Secretary of State. Lansing.	\$1.00; 50c. renewal. Same for chauffeur. Both good year from date.	Front and rear, 3 in. high, with State abbreviation 1 in. high; black on white or vice versa.	2 white front, 1 red rear.	Exempt if home State grants reciprocity.	8 m. business portions, 15 m. other portions; 25 m. outside.
MO.	Secretary of State. Jefferson City.	\$5.00 owner; \$2.00 chauffeur.	Front and rear 3 in., with "Mo." 1½ in., white on black.	2 white front; 1 red rear.	Exempt.	Business portion cities or villages 8 m.; elsewhere 15 m. Corners and crossings 6 m.
N. B. Canada.	Secretary of Public Works. Fredericton.	Registration \$5.00; renewal \$1.00; chauffeur \$2.00.	Tag in rear, numbers 3 in. high, black on white. Letters "N. B." 1 in. high.	1 white light front showing numbers 1 in. high.	Not exempt.	Built-up sections 7½ m.; elsewhere in town or city 12 m.; 15 m. open country; 4 m. bridges, curves, descents and crossings.
N. H.	Secretary of State. Concord.	Registration \$3.00, perpetual \$1.00 for yearly operator's license annually. Chauffeur's \$5.00 annually.	Front and rear, supplied by State.	2 containing number not less than 1 in. high.	Exempt.	8 m. business districts, compactly built sections of cities or towns; elsewhere 20 m.
N. J.	Commissioner of Motor Vehicles, Trenton, or Deputies, of which there are several in the State and two in New York City.	Registration \$3.00 for under 30 H. P., \$5.00 for 30 H. P. or more. License fee \$1.00. Under 30 H. P.; \$2.00 above; good one year from date.	Front and rear 15 in. and not more than 36 in. above ground. Must be 4 in. high and 4 in. wide, with letters of State same dimensions.	2 white front, showing numbers 1 in. high; 1 red rear.	Not exempt.	1 m. 7 min. curves; 1 m. 4 min. intersections or within 200 ft. of horses or animals upon highway; 1 m. 5 min. built-up portions of city, town or village; elsewhere 1 m. 3 min. Chains prohibited on macadam, unless 2 in. ice or snow.
N. Y.	Secretary of State. Albany.	\$2.00 owners, chauffeurs, manufacturers, 50c. for manufacturer's duplicate. Good for all time. Owners do not need driver's license.	Rear 3 in. high, with initial letters of State not less than 1 in. high.	2 white forward, with number not less than 1 in. high; 1 red rear.	Exempt.	10 m. business and built-up portions; 15 m. where houses average less than 100 ft. apart; 20 m. country; 4 m. curves, bridges and steep descents.

OHIO. (Old Law.)	No State provision. Local authorities should be consulted.	No State provision.	No State provision.	1 or more white, front; 1 red, rear.	Exempt so far as State is concerned.	8 m. business and closely built-up portions of municipality; 15 m. other portions; 20 m. elsewhere.
OHIO. (New Law) Not yet in operation because declared unconstitutional.	Secretary of State. Columbus.	Owner's registration, \$5.00 under 30 H.P.; \$3.00 each additional 30 H.P. Driver's license, \$5.00 for H.P. or less, \$3.00 each additional 10 H.P. Chauffeurs, \$2.00.	Rear, white on black ground, 4 in. high and 1 in. wide, with letters "OH." 4 in. high.	2 white front, showing numbers 1 in. high and 1 in. wide; 1 red rear.	Exempt	10 m. built-up portions of city; elsewhere in city 15 m.; elsewhere 20 m.; approaching bridges, dams, sharp curves or descents, 4 m.
ONTARIO. Canada	Provincial Secretary. Ottawa.	\$4.00 for first year, \$2.00 for each renewal. Good calendar year.	Front and rear; plates free.	1 front with number 2 in. high; 1 rear illuminating number. Search lights not allowed.	Not exempt.	Cities, towns and villages 10 m.; outside 15 m.
PENNA.	State Highway Department. Harrisburg.	\$3.00 for driver's license, yearly renewal Jan. 1. Registration of car unnecessary, but driver's license must be affixed.	5 in. high, front and rear. Tags supplied free; remove all other tags.	At least 1 white front and 1 red rear, showing number.	Not exempt, except from municipal license in Philadelphia 48 hours.	10 m. cities and boroughs; elsewhere 20 m.
QUEBEC. Canada.	Comptroller Provincial Revenue Quebec, or Agents.	\$5.00 registration. Owners and chauffeurs' license \$5.00. Expires with April 1st each year.	4 in. high, 1 in. wide, front and rear, with "Quebec" same size underneath.	2 white forward, showing number 1 in. high, 1 red rear. Searchlights not allowed.	Non-resident Canadians exempt; others must register.	Towns and municipalities governed by Municipal Code, 9 m.; 15 m. elsewhere; 4 m. sharp curves, bridges, steep descents, intersections and crossings.
R. I.	Secretary of State. Providence.	\$2.00 owners; \$10.00 manufacturers and dealers.	3 in. high rear.	Such as Secretary of State approves.	Exempt.	No State provision, but local authorities should be consulted.
VERMONT	Secretary of State, Montpelier.	20 H.P. or less, \$2.00. More than 20 H.P., \$2.00 operating license (both perpetual). Chauffeurs \$2.00 annually.	Front and rear; supplied by State.	2 white front showing nos.; 1 red rear illuminating nos.	Exempt if registered in a home State granting reciprocity.	10 m. cities, villages; 25 m. outside.
*VIRGINIA. (New Law.)	Secretary of State. Richmond.	\$2.00. Postage on plate 15 cents.	Rear; supplied by State.	At least 1 white forward, and 1 red rear, illuminating number.	Not exempt.	6 m. curves, intersections; 10 m. built-up portions of cities, villages or where there is a gathering of persons or horses; elsewhere 15 m.
WEST VIRGINIA.	State Auditor, Charleston.	\$10.00. Good May 1 to April 30.	Front and rear; supplied by State.	No provision.	Not exempt.	No State provision. See local authorities.

*VIRGINIA: The new law of Virginia is only applicable in those counties adopting the act. Most of the counties have adopted the law

STEAMSHIP CONNECTIONS TO NEW ENGLAND

Line	Destination	Time of Departure From New York	Freight Rates on Automobiles	Remarks
CHELSEA LINE Old Pier 49 E. R. Foot of Roosevelt St.	New London and Norwich.	Monday, Wednesday and Friday, 5 P.M.	18 cents per 100 lbs., less 20% of classification weight.	
ENTERPRISE TRANSP. CO. Pier 10 E. R.	Fall River and Providence.	To Fall River: Monday, Wednesday and Friday at 5 P.M. To Providence: Tuesday, Thursday and Saturday at 5 P.M.	Touring Cars, \$15 Two-seated Cars, \$12. Runabouts, \$8.	Special Note. — Tanks must be emptied of gasoline before car will be taken on aboard any of these boats
HARTFORD LINE Pier 10 E. R. Foot of Peck Slip	Hartford and Connecticut River Points.	Daily except Sunday at 5 P.M.	Runabouts, \$6. Touring Cars, \$10. Extra large cars, \$12.	
JOY LINE Pier 27 and 28 N. R. Foot of Catharine St.	Bridgeport, Fall River, Providence. Boston.	To Bridgeport daily at 3 P.M. To Fall River and Providence daily at 5 P.M. To Boston: Tuesday, Thursday and Saturday at 6 P.M.	<i>Run Touring Cars with top</i> To Bridgeport... \$5.20 To Fall River... 10 To Providence... 10 To Boston... 15	Cannot handle large cars for Bridgeport. Cannot handle Limousines at all.
MAINE S. S. CO. Foot of Pike St. Office 200 B'way.	*Portland (Direct).	Tuesday, Thursday and Saturday at 6 P.M. Length of trip about 22 hours.	Single, \$12 Double, \$20	
METROPOLITAN S. S. CO. Pier 11 N. R. Foot of Carlisle St.	†Boston (Direct).	Daily, except Friday and Saturday, at 5 P.M.	\$25.	
NEW ENGLAND NAVIGATION CO. Norwich Line: Pier 40 N. R., foot of Clarkson St.	New London and Norwich.	Daily at 6 P.M.	<i>Runabouts</i> To New London... \$10 To Norwich... 25	
Fall River Line: Piers 18 & 19 N. R., foot of Warren St.	Newport and Fall River, Providence.	Daily at 5 P.M.	To Newport, Fall River and Providence... \$13.50 To Boston (Boat and Rail)... 27.20	Notify 24 hours ahead and deliver not later than 1 p.m.
New Haven Line: Pier 20 E. R., foot of Peck Slip.	New Haven.	Daily at 4 P.M.		
New Bedford Line: Pier 40 N. R., foot of Clarkson St.	New Bedford.	Daily at 6 P.M.		
Bridgeport Line: Pier 40 N. R., foot of Clarkson St.	Bridgeport.	Daily at 3 P.M.	To New Bedford... \$13.50 \$21.60	
STARIN LINE Pier 13 N. R. Foot of Cortlandt St.	New Haven.	Daily, except Saturday, at 9 P.M.	One seat (minimum 4,000 lbs.) Two seats (minimum 5,000 lbs.) 16 cents a 100 lbs.	

* Places reached by Steamboat from Portland: Maine Coast Navigation Co., 3 to 6 times a week to Wiscasset, Me.; Portland, Mt. Desert & Machias Steamboat Co., twice a week to Machiasport, Me., stopping at Isleboro, Me. (Summer Season only); Portland Steamship Co., daily to Boston, Mass.

† Places reached by Steamboat from Boston: Boston & Bangor Steamship Co., 2 to 6 times a week to Bangor, Me., stopping at Northport, Me. (Summer Season only); Rockland & Bar Harbor Line, 2 to 6 times a week in Summer, between Rockland, Me. (Boston connection) and Bar Harbor; Boston & Maine Steamship Co., twice a week to Eastport, Me.; Kennebec Steamship Co., 3 to 6 times a week to Augusta, Me.; Portland Steamship Co., daily to Portland, Me.

American Automobile Association

1908 OFFICIAL DIRECTORY

President, W. H. HOTCHKISS, Automobile Club of Buffalo.	First Vice-President, L. R. SPEARE, Bay State Auto Ass'n.	Second Vice-President, ASA PAINE, Auto Club of Minneapolis.
Third Vice-President, IRA M. COBE, Chicago Automobile Club.	Treasurer, G. E. FARRINGTON, A. C. of New Jersey.	Secretary, F. H. ELLIOTT, 437 5th Ave., New York.

EXECUTIVE COMMITTEE

WILLIAM H. HOTCHKISS, Chairman.

LEWIS R. SPEARE,
F. T. SHOLES,
PAUL C. WOLFF,

GEORGE E. FARRINGTON,
HARRY M. RUBEY,
ASA PAINE,
FREDERICK H. ELLIOTT.

STANFORD L. HAYNES,
L. E. MYERS,
JAMES T. DROUGHT.

CHAIRMEN OF BOARDS

CHARLES THADDEUS TERRY -	Legislative Board -	100 Broadway, New York
FRANK B. HOWER -	Touring Board -	760 Main Street, Buffalo, N. Y.
ROBERT P. HOOPER -	Good Roads Board -	500 Arch St., Philadelphia, Pa.
JEFFERSON DEMONT THOMPSON -	Racing Board -	26 West 27th Street, New York.
N. H. VAN SICKLEN -	Technical Board -	1200 Michigan Ave., Chicago, Ill.
A. G. BATCHELDER -	Publications Board -	Flatiron Building, New York.

ROSTER OF DIRECTORS

WILLIAM K. VANDERBILT, JR.	-	-	-	-	Automobile Club of America
IRA M. COBE	-	-	-	-	Chicago Automobile Club
FRANK B. HOWER	-	-	-	-	Automobile Club of Buffalo
JEFFERSON DEMONT THOMPSON	-	-	-	-	Automobile Club of America
LEWIS R. SPEARE	-	-	-	-	Bay State Automobile Association
ISAAC STARR	-	-	-	-	Automobile Club of Philadelphia
E. H. R. GREENE	-	-	-	-	Dallas Automobile Club
CHARLES JEROME EDWARDS	-	-	-	-	Long Island Automobile Club
ASA PAINE	-	-	-	-	Florida East Coast Automobile Ass'n
A. G. BATCHELDER	-	-	-	-	New York, N. Y.
WINDSOR T. WHITE	-	-	-	-	Cleveland Automobile Club
EDWIN S. GEORGE	-	-	-	-	Automobile Club of Detroit
EDWARD KNEELAND	-	-	-	-	Automobile Club of Pittsburg
ROBERT P. HOOPER	-	-	-	-	Automobile Club of Germantown
SIDNEY S. GORHAM	-	-	-	-	Chicago Automobile Club
S. M. BUTLER	-	-	-	-	Automobile Club of America
FRANK M. JOYCE	-	-	-	-	Minneapolis Automobile Club
JAMES T. DROUGHT	-	-	-	-	Milwaukee Automobile Club
ELLIOT C. LEE	-	-	-	-	Massachusetts Automobile Club
GEORGE E. FARRINGTON	-	-	-	-	Automobile Club of New Jersey
PAUL C. WOLFF	-	-	-	-	Automobile Club of Pittsburg
L. E. MYERS	-	-	-	-	Chicago Automobile Club
GILES H. STILWELL	-	-	-	-	Automobile Club of Syracuse
ELLIOT FLINT	-	-	-	-	Rhode Island Automobile Club
OLIVER A. QUAYLE	-	-	-	-	Albany Automobile Club
D. EMMETT WELSH	-	-	-	-	Grand Rapids Automobile Club
J. H. EDWARDS	-	-	-	-	Automobile Club of Hudson County, N. J.
OSBORNE I. YELLOTT	-	-	-	-	Automobile Club of Maryland
ROY F. BRITTON	-	-	-	-	Automobile Club of St. Louis
GEORGE P. DENNISON	-	-	-	-	Automobile Club of Hawaii
W. F. FULLER	-	-	-	-	Automobile Club of Hartford
VAL DUTTENHOFFER, JR.	-	-	-	-	Automobile Club of Cincinnati
GEORGE A. POST	-	-	-	-	North Jersey Automobile Club
STANFORD L. HAYNES	-	-	-	-	Automobile Club of Springfield
FREDERICK H. ELLIOTT	-	-	-	-	New York, N. Y.
H. S. WOODWORTH	-	-	-	-	Rochester Automobile Club
K. G. ROEBLING	-	-	-	-	Mercer County Automobile Club
F. T. SHOLES	-	-	-	-	Cleveland Automobile Club
JOSEPH H. WOOD	-	-	-	-	New Jersey Automobile and Motor Club
A. R. PARDINGTON	-	-	-	-	Brooklyn, N. Y.
JOHN P. COGHLIN	-	-	-	-	Worcester Automobile Club
H. M. ROWE	-	-	-	-	Automobile Club of Maryland
OLIVER CROSBY	-	-	-	-	Automobile Club of St. Paul
W. H. CHASE	-	-	-	-	Wachusett Automobile Club
WILLIAM T. WHITE	-	-	-	-	Mercer County Automobile Club
F. L. BARTLETT	-	-	-	-	Colorado Automobile Club
N. H. VAN SICKLEN	-	-	-	-	Chicago Automobile Club
HORACE C. CHANDLER	-	-	-	-	Automobile Club of Washington, D. C.
GEORGE H. WILSON	-	-	-	-	Louisville Automobile Club

Address all communications to

THE AMERICAN AUTOMOBILE ASSOCIATION

F. H. ELLIOTT, Secretary,

437 Fifth Ave., New York City.

American Automobile Association

ROSTER OF DIRECTORS (continued from page 58)

FRANK C. BATTEY	- - - - -	Savannah Automobile Club
H. O. SMITH	- - - - -	Indiana Automobile Club
FRED A. GODCHARLES	- - - - -	Automobile Club of Central Pennsylvania
CHARLES P. ROOT	- - - - -	Chicago Motor Club
J. A. SPECKENHIER	- - - - -	Automobile Club of Wayne County, Ind.
C. H. BENEDICT	- - - - -	Automobile Club of Schenectady
PETER A. MEIXELL	- - - - -	Wilkes Barre Automobile Club
C. D. HAKES	- - - - -	Albany Automobile Club
NEAL BROWN	- - - - -	Wisconsin State Automobile Association
HARRY M. RUBEY	- - - - -	Automobile Club of Macon, Mo.
CHARLES THADDEUS TERRY	- - - - -	- - - - - New York, N. Y.
JOHN BANCROFT	- - - - -	Delaware Automobile Association
J. H. WEEKS	- - - - -	Automobile Club of Delaware Co., Pa.
OTIS W. SHERMAN	- - - - -	Hudson Valley Automobile Club
W. W. COWEN	- - - - -	Automobile Club of Kansas City
MILBANK JOHNSON	- - - - -	Automobile Club of Southern California
W. D. PETERSEN	- - - - -	Automobile Club of Davenport
HARVEY T. D. WILSON	- - - - -	Houston Automobile Club
ALBERT MACKIE	- - - - -	Automobile Club of New Orleans
H. J. LAMAR, JR.	- - - - -	Macon (Ga.) Automobile Club
W. E. MINGHINI	- - - - -	Martinsburg (W. Va.) Automobile Club
W. H. RIDDLE	- - - - -	Rutland Automobile Club
H. S. CRAWFORD	- - - - -	San Antonio Automobile Club
H. L. MYERS	- - - - -	Tidewater Automobile Club
WILLIAM H. HOTCHKISS	- - - - -	Automobile Club of Buffalo

OBJECTS, SCOPE AND VALUE OF THE A. A. A.

What It Is: A national body, now in its sixth year, composed of twenty-two State associations, comprising about one hundred and sixty clubs and hundreds of individual members, with an aggregate membership of over nineteen thousand. It is the second largest automobile organization in the world.

Its Main Objects: The uniting in one body of all the automobile clubs and individual motorists of the country, for the promotion and furtherance of desirable legislation, reasonable enforcement of laws and ordinances, sportsmanlike contests and reliable records, as well as all movements both federal and local toward the construction and maintenance of good roads.

Plan and Scope: The State association, made up of clubs and individual motorists, is the unit of representation and activity. It nominates the directors of the national body, who in turn suggest the members of the legislative, touring, good roads and racing, technical and publication boards, and chooses the officers and executive committee. Through the State associations, the work of the national body in the State is carried forward. Through the national body, the work of the State association in all federal matters and as affecting racing and tours, is accomplished.

The committees of the State association have in charge the same subjects as those of the national body, and cooperate together to the same end. In a lesser degree, this is true of the unfederated clubs. Their organization is similar, their committees the same; but only through their federation into State association can their work be productive, or the true objects of the national body accomplished.

Importance of State Associations: They are centers of activity representative of their States, making possible:

- (1) Unity of effort both for and against motor legislation.
- (2) Shows of force at legislative hearings.
- (3) Personal touch with legislators in all parts of the State.
- (4) A treasury on which can be drawn to meet necessary traveling, printing and legal expenses; solidarity of influence and work at all times.

Address all communications to

THE AMERICAN AUTOMOBILE ASSOCIATION

F. H. ELLIOTT, Secretary,

437 Fifth Ave., New York City.

American Automobile Association

DIRECT BENEFITS TO MEMBERS

- (1) Reciprocal club privileges in every city where an affiliated club exists. This privilege is especially valuable to members while touring, as local club officers are always glad to furnish information with regard to the condition of the roads and the best routes in their respective neighborhoods.
- (2) A copy, gratis, of the Association's annual Year Book.
- (3) Special rates for the American Automobile Association Blue Book, which in 1907 was published in three volumes, at \$2.50 per volume, but which is furnished to members placing their orders through the secretary's office at \$1.67 per volume, or a discount of one-third.
- (4) Touring information, on application either to the secretary's office or to Chairman Frank B. Hower of the touring board, at No. 760 Main Street, Buffalo, N. Y.
- (5) Copies of "The Automobilist Abroad," by Miltoun; a work particularly valuable to members expecting to tour abroad, and for which the regular price is \$3.00, net, but which, when ordered through the secretary's office can be obtained for \$2.50.
- (6) A 15 per cent. rebate on bail bonds issued by the National Surety Company.
- (7) Reciprocal membership arrangements with the Touring Club of France, on presentation of membership cards to the secretary of the T. C. F. in Paris, or application for membership through the secretary of this Association, in New York. Arrangements have also been made with the Royal Automobile Club of England, the Motor Club of Belgium and the Automobile Club of Antwerp, whereby reciprocal courtesies and touring information are available to members, on due application and the presentation of their cards, in London at No. 119 Piccadilly, in Brussels at No. 11 Boulevard Regent, and in Antwerp, to Mr. Arthur Botsaert, the secretary of the Antwerp Club.
- (8) Reduced subscription rates from thirteen of the prominent automobile periodicals.
- (9) Arrangements are now being perfected whereby special discounts will be allowed to members who desire either to ship their cars abroad in care of the American Express Company, or to use, while abroad, American Express Company checks.

INDIRECT BUT MORE VITAL BENEFITS

- (1) Unity of action and emphasis of demand both (a) for federal legislation to end the nuisance and imposition of duplicate registration and numbering; and (b) for uniformity of State laws fixing speed rates and the penalties for their violation. *Bigness and organization count.*
- (2) Unity and emphasis in all movements toward improved highways.
- (3) Unity and emphasis in the control of the sport, thus eliminating commercialism from tours and racing, making records reliable, and materially reducing the dangers of speed and touring contests.
- (4) All those benefits which come from organized effort as distinguished from desultory enthusiasm from the centralization of control as distinguished from its opposite, and from a full realization of the maxim that "in unity is strength, in division failure."

Address all communications to

THE AMERICAN AUTOMOBILE ASSOCIATION

F. H. ELLIOTT, Secretary,

437 Fifth Ave., New York City.

FREIGHTS, CUSTOMS AND REGULATIONS—PRINCIPAL EUROPEAN COUNTRIES

General Advice. It is best to ship your car through some Express Co. or Custom House Broker; carry with you certificate of the maker of your car, showing its factory number, its weight and the number of its motor as well as its price. Carry 5 *unmounted* photographs of yourself and your driver, each 1½ x ¾ inches, showing head and shoulders. A passport, procurable only from the State Department, Washington, D.C., for a fee of \$1.00, may be useful, but is not essential. Carry your American State License and number.

It is practically essential for your comfort to join either the "Touring Club de France," 65 Ave. de la Grande Armée, Paris (6 francs, \$1.17, a year), the "Touring Club of Italy," 14 via Monte Napoleone, Milan (10 francs \$1.94, a year), or The Motor Union, 1 Albemarle St., London (£1.17, \$5.11, entrance fee), according to what country you intend to tour in. It is advisable to be at all times punctiliously polite and conform as far as possible to the ways of the country in which you may be touring. If you have a foreign car do not fail to get certificate of exportation from U. S. Customs before leaving. Get your maps and guides from above mentioned Touring Clubs; they have the best.

Country	Ocean Freight	Duty	Registration of Car	Driver's License	Speed	Rules of the Road	Regulations
AUSTRIA-HUNGARY	Austro-American S. S. Co. to Trieste. 20/ and 5% (about 13 cents per cub. ft.) up to 14 tons. 22/6 and 5% (about 14½ cents per cub. ft.) up to 3 tons. 27/6 and 5% (about 18 cents per cub. ft.) up to 4 tons. Derrick charges on pieces weighing above 2 tons.	On cars weighing from 400 to 1,800 Kilom. 120 Kronen (\$24 per 100 Kilom.); above that weight 100 Kronen (\$20 per 100 Kilom. Duty returned upon leaving country within 3 months.	Must get number and hang in front and rear together with letter "Z" in red.	Not required if certificate of Home State is produced.	In towns 15 Kilom. (9½ m.). In country 45 Kilom. (28 miles). In foggy weather 6 Kilom.	Not uniform. Keep to right, pass to left in Tyrol, Carinthia, Istria, Carniola, and Dalmatia. In all other provinces keep to left and pass to right.	One loud horn, 2 white headlights. Apparatus to prevent emission of smoke, steam, or gases necessary. Illuminate number at night. Stop motor and set brakes on leaving car.
	Red Star Line or Phoenix Line: 15/ and 5% primeage per 40 cub. ft. ton, equalling about 10 cents per cub. ft.	12% ad valorem returnable upon leaving country.	Numbers assigned at Excise Collector's office at Antwerp, Brussels and Arlon. Numbers absolutely necessary.	Not required.	In towns 10 Kilom. (6¼ m.). In country 30 Kilom. (19 miles). Special ordinances for the larger towns.	Keep to right, pass to left.	Signal horn; at least one powerful headlight. Illuminate number at night.
BELGIUM.							

Special Note: As all transatlantic lines insist on automobiles being crated there must be added from \$55 to \$80 for a crate and \$10 for cartage. Shipping agent's commission \$10. Ocean freight rates are of course subject to change.

FREIGHTS, CUSTOMS AND REGULATIONS—PRINCIPAL EUROPEAN COUNTRIES—Continued.

Country	Ocean Freight	Duty	Registration of Car	Driver's License	Speed	Rules of the Road	Regulations
FRANCE.	Cie. Generale Transatlantique to Havre: On cars weighing less than 4,400 lbs. 21 cents per cub. ft.; on heavier cars 26½ cents per cub. ft.; on their cargo boats (100 lbs.) Duty refunded if exported within one year. French charges: \$12.00 at N. Y. \$5.00 to \$7.00 at Havre. Fabre Line to Marseilles: 25% and 5% (about 16½ cents per cub. ft.) charge for hoist in and out.	50 francs (\$10 per 100 Kilom. (220 lbs.) Duty refunded if exported within one year. French charges: \$12.00 at N. Y. \$5.00 to \$7.00 at Havre. Fabre Line to Marseilles: 25% and 5% (about 16½ cents per cub. ft.) charge for hoist in and out.	Car is examined by Government official upon appointment made in application to nearest Prefect. For Havre he is located at Rouen. Numbers assigned must be displayed on car.	Procured after practical examination by same Government official who examines car; but separate application must be made.	20 Kilom. (12½ miles in towns. 30 Kilom. (19½ miles) in country.	Keep to right, pass to left.	Horn and lamps, 1 white and 1 green (on left). Illuminate number. 2 brakes. Red light in rear.
			Crossings of the Channel: Boulogne to Folkstone, Dieppe to Hew Haven Calais to Dover, Havre to Southampton.				Maps and Guides: H. Barrere, 21 Rue du Bac. A. Taride, 18 Blvd. St., Denis, Paris.
GERMANY.	12 cents per cub. ft. If car and crate together weigh over 2 tons add derrick charge of \$12.00 at each end of voyage. Hamburg American Line to Hamburg. North German Lloyd to Bremen.	Free if car is used carrying passenger across frontier. If imported on ship or RR. duty is 25 mks. (\$6.25) per 100 Kilom. on cars weighing from 500 to 1,000 Kilom.; above that 15 marks (\$3.75) per 100 Kilom. There is a tax of 15 marks for 5 days and 40 marks for 30 days' permission to travel in country. Tax is not returnable.	Not necessary if certificate of home-visit by the German Consul at the port and obliging. Municipal license required in Munich and Nuremberg. In Berlin apply to Stadthaus for police card and license.	Not required if certificate of home State is produced, but same should be visited by the German Consul at the port of departure and obliging. Municipal license required in Munich and Nuremberg. In Berlin apply to Stadthaus for police card and license.	15 Kilom. (9½ miles) during darkness. Increase allowed in open country, stopping only at "driving to public danger."	Keep to right, pass to left.	2 brakes, 2 lights in front. In large towns inquire carefully about streets closed to automobiles.

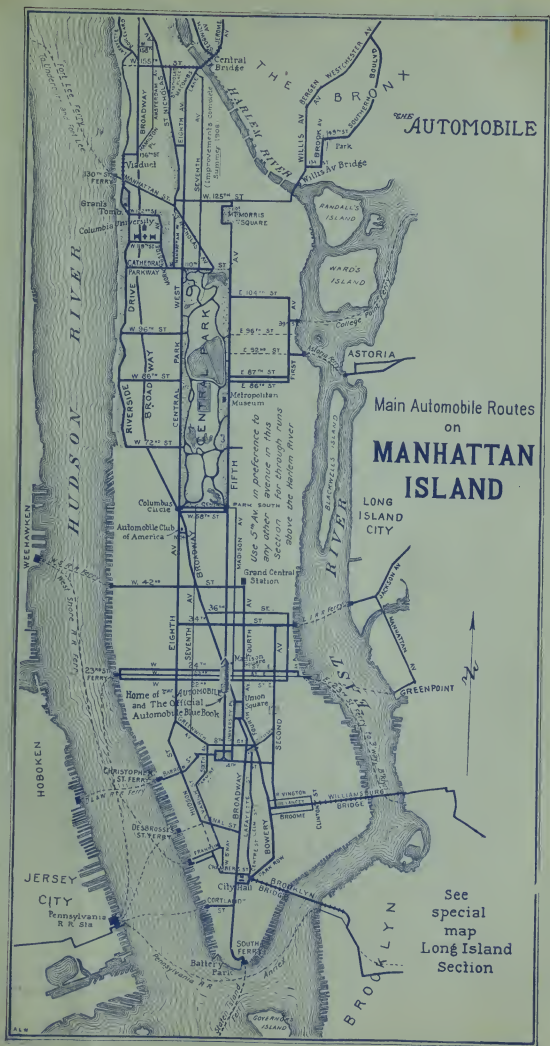
FREIGHTS, CUSTOMS AND REGULATIONS—PRINCIPAL EUROPEAN COUNTRIES—Continued

Country	Ocean Freight	Duty	Registration of Car	Driver's License	Speed	Rules of the Road	Regulations
GREAT BRITAIN and IRELAND.	To London via Atlantic Transport Line 12 cents per cub. ft., no derrick charges at New York, but \$10 to \$15 on other side, at Tilbury. Dock, port and Landing charges about \$25 to \$30. To Liverpool by Cunard Line about 10 cents per cub. ft. No derrick charges—satisfactory service. To Southampton by American Line and White Star Line 13 cents per cub. ft.	No duty, but taxes amounting to 20% for registration of car; 5% for owner and 5% for driver must be paid. To Liverpool 15% for employing male service. Inland revenue tax is £4. 4/ for cars weighing over one ton.	Must be registered with city or borough council at port of arrival; good anywhere in Great Britain and Ireland. Must display number assigned.	Must be registered with city or borough at port of arrival; good anywhere in Great Britain and Ireland.	20 miles an hour except where conspicuous notices are placed, then 10 miles an hour.	Keep to left, pass to right.	2 white lights in front, 1 red in rear. Signal horn. 2 registration plates for car. Maps and Guides: Motor Union, 1 Albemarle St., London.
HOLLAND.	12 cents per cub. ft. with \$12 derrick charges in and out if car weighs more than 2 tons. Holland-American Line	Free to tourist. Absolute importation 5% ad valorem	Temporary permit good for 8 days, issued at point of entry into country. If longer stay is desired apply 3 weeks in advance to Minister of Public Works at The Hague, giving particulars of car. Enclose 40 cents (1 guilder) to cover stamp duty.	Driver must always carry his permit when using car.	20 Kilom. (12½ miles) in open country; 8 Kilom. (5 miles) in towns and at night.	Keep to right, pass to left.	2 white lights in front, brake, horn, carry number in front and rear. In Amsterdam no car is permitted to carry more than 5 quarts of gasoline at a time.

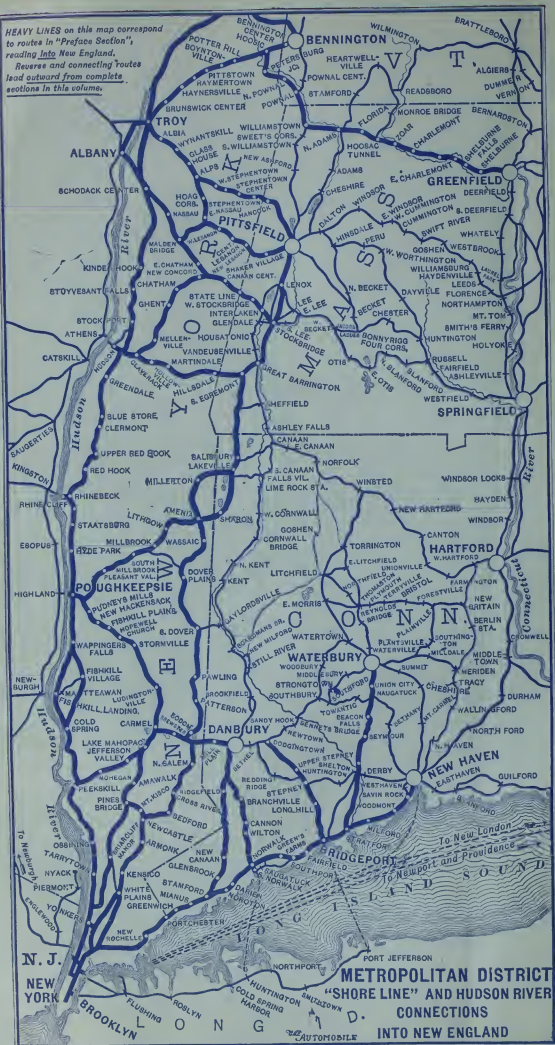
Special Note: As all transatlantic lines insist on automobiles being crated there must be added from \$55 to \$80 for a crate and \$10 for cartage. Shipping agent's commission \$10. Ocean freight rates are of course subject to change.

FREIGHTS, CUSTOMS AND REGULATIONS—PRINCIPAL EUROPEAN COUNTRIES—Continued

Country	Ocean Freight	Duty	Registration of Car	Driver's License	Speed	Rules of the Road	Regulations
ITALY.	To Naples or Genoa. By White Star Line 20/ and 5% (about 13 cents per cub. ft.) up to 4,480 lbs., above that 20/ and 5% (about 13 cents per cub. ft.) (\$120) 1001 Kilom. No derrick charges. By North German Lloyd Line or Hamburg-American Line 20/ and 5% and derrick charges. No docks at Naples, ships unload on lighters.	200 francs up to 500 Kilom. 400 francs 501 to 1000 Kilom. 600 francs 1001 Kilom. Tourists have lead seal affixed to car. Duty returned at any point upon leaving country.	Exhibit registration in home State, if satisfactory permit issued for specified time, good throughout Italy, same time as registration permit for car is procured.	Necessary but easily obtained at same time as registration permit for car is procured.	12 Kilom. (7½ miles) in town, 40 Kilom. (25 miles) in open country.	Keep to right, left pass to left, but right being white. some districts have Rear light. Horn, Number in front and rear 16 inches from the ground.	2 headlights, the left being green, right being white.
	Nearly all tourists into Spain enter via France. Roads are generally very bad except in the Northern provinces.	Free for limited time upon permit secured from any garage in Biarritz, France.	Permit for car must be obtained from Governor of Province.	Must get license from police authorities.	12 Kilom. (7½ miles) in town, 28 Kilom. (17 miles) in open country. Speed rules not strictly enforced.	Keep to right, pass to left.	2 lights in front, the left being green, right being white. Red light in rear. 2 brakes. Horn.
SPAIN.	Switzerland has no seaport.	60 francs (\$12) per 100 Kilos. (220 lbs.). Deposit returned upon leaving if within one year.	Apply to police authorities for permit and number. Regulations not strictly enforced in case of tourists who hold their home licenses, but these should be presented to the authorities for endorsement.	Must get license from police authorities.	10 Kilom. (6 miles) in towns and on mountain roads. 30 Kilom. (19½ miles) in open country.	Keep to right, pass to left.	Horn, 2 lights, left being green, right being white. Red light in rear and always lighted at night. 2 brakes. Stop engine upon leaving car.
			Simpleon Pass, Brunig Pass and St. Gothard Pass only Alpine passes open to motor traffic and those only on certain days and hours in the week. As many roads in various cantons are closed to autos, always inquire carefully.	Rules of traffic strictly enforced. Stop motor on meeting mail coach in mountain roads			



HEAVY LINES on this map correspond to routes in "Preface Section", reading *Into New England*. Reverse and connecting routes lead outward from complete sections in this volume.



PREFACE SECTION

THE MOST-USED AUTOMOBILE ROUTES FROM THE METROPOLITAN DISTRICT, THE "SHORE LINE" AND HUDSON RIVER POINTS INTO NEW ENGLAND

PLAN AND SCOPE.

Road travel INTO New England takes three principal courses (1) East from the Metropolitan District by the "Shore Line" to New Haven, Conn., with intermediate connections upward and outward from Stamford, Norwalk and Bridgeport; (2) Eastward from Peekskill, Poughkeepsie, Hudson, Albany and Troy into western Connecticut, western Massachusetts and southern Vermont; (3) a middle course North-and-East between the lower Hudson River and the Connecticut line. These routes, together with the New York-Albany-Troy run (with which groups "2" and "3" are closely allied), are given in full here as an additional convenience to the tourist, and shown in **HEAVY LINES** on the opposite page. Reaching complete New England sections at New Haven and Waterbury-Danbury, Conn., Pittsfield and Greenfield, Mass., and Bennington, Vt.—where the corresponding return directions will be found—these interstate routes are given in full, both directions, in this volume.

Automobiles shipped into New England by boat are landed principally at New Haven, New London, Providence and Boston, connecting immediately with the routes leading outward in all directions from their respective sections.

ROUTES COVERED IN THIS SECTION

- | | | |
|---------|--|---|
| No. 1. | New York City to New Haven, Conn.; main stem for the four routes immediately following. | |
| No. 2. | Bridgeport to Waterbury, Conn. | Upward and outward connections from Route No. 1 (west of New Haven, Conn.). |
| No. 3. | " " Danbury, Conn. | |
| No. 4. | Norwalk " " " | |
| No. 5. | Stamford " " " | |
| No. 6. | New York City to Danbury, Conn., via White Plains, Kensico Reservoir, Bedford, and Sodom Reservoir, N. Y., and Mill Plain, Conn. | |
| No. 6a. | New York City to Danbury, Conn., via Elmsford, Briarcliff Manor, Pines Bridge, Lake Mahopac, Carmel and Brewster, N. Y. and Mill Plain, Conn. | |
| No. 7. | New York City to Pittsfield, Mass.—the "middle route" all way. | |
| No. 8. | " " " " Albany-Troy, N. Y., east side Hudson River; principal connection from the Metropolitan District for routes 9-16 inclusive. Reverse of this route is No. 17, this section; see below. | |
| No. 9. | Peekskill, N. Y., to Danbury, Conn. | Reverse Routes in Waterbury-Danbury, Conn., Section. |
| No. 10. | Poughkeepsie, N. Y., to Danbury, Conn. | |
| No. 11. | " " " " Pittsfield, Mass. | Reverse routes in Pittsfield, Mass., Section. |
| No. 12. | Hudson, N. Y., to Pittsfield, Mass. | |
| No. 13. | Albany, N. Y., to Pittsfield, Mass.; two routes. | |
| No. 14. | Troy, N. Y., to Pittsfield, Mass.; two routes. | |
| No. 15. | Troy, N. Y., to Williamstown, North Adams, Shelburne Falls, and Greenfield, Mass.—Reverse route in Greenfield, Mass., section. | |
| No. 16. | Troy, N. Y., to Bennington, Vt.; two routes.—Reverse routes in Bennington-Rutland, Vt., section. | |
| No. 17. | Troy and Albany, N. Y., to New York City; principal connection to the Metropolitan District for routes originating in western Connecticut, western Massachusetts and southern Vermont, carried outward from the complete sections in this volume to the east side of the Hudson River. | |
| No. 18. | New York-LONG ISLAND NORTH SHORE—New England routes. | |
| No. 19. | New York-LONG ISLAND SOUTH SHORE—New England routes. | |

NEW YORK CITY TO NEW HAVEN, CONN.—74.2 MILES

Leaving New York via Central Bridge, Jerome Ave. and Fordham Road, thence along the "Shore Line" through New Rochelle and Portchester, N. Y., Stamford, Norwalk, Bridgeport and Stratford, Conn., and the Milford-New Haven short line. Macadam practically throughout—some portions badly worn by heavy travel.

This is the principal route from the Metropolitan District to the greater part of New England, diverging at New Haven for (1) Hartford, Springfield, Worcester and Boston; (2) New London, Providence and Boston. Connections from this line at Stamford, Norwalk and Bridgeport-Stratford to Waterbury and Danbury are covered separately in the 4 following routes.

FOR THIS AND OPTIONAL EXITS THROUGH THE MIDDLE AND UPPER CITY, SEE MAP, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," PAGE 66.

(Speed ordinances at numerous points on this entire

route; occasional autotraps.)

MILEAGES

Total Intermediate

0 0 COLUMBUS CIRCLE, 59th St. & Central Park West.

Run up 8th Ave. (Central Park West) to 110th St. (or Cathedral Parkway—2.6 M); turn left under "L" and 1st right (2.7 M) into Manhattan Ave. Straight ahead (leaving car-tracks to right at 3 M) into St. Nicholas Ave. (at 124th St.—3.4 M).

Direct on St. Nicholas Ave. to fork (4.6 M); keep right—straight ahead—through St. Nicholas Place to 155th St. (4.9 M). Turn right on 155th St. across viaduct, bearing left with car-tracks onto

5.2 5.2 CENTRAL BRIDGE. *(No toll, but draw frequently open.)*

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

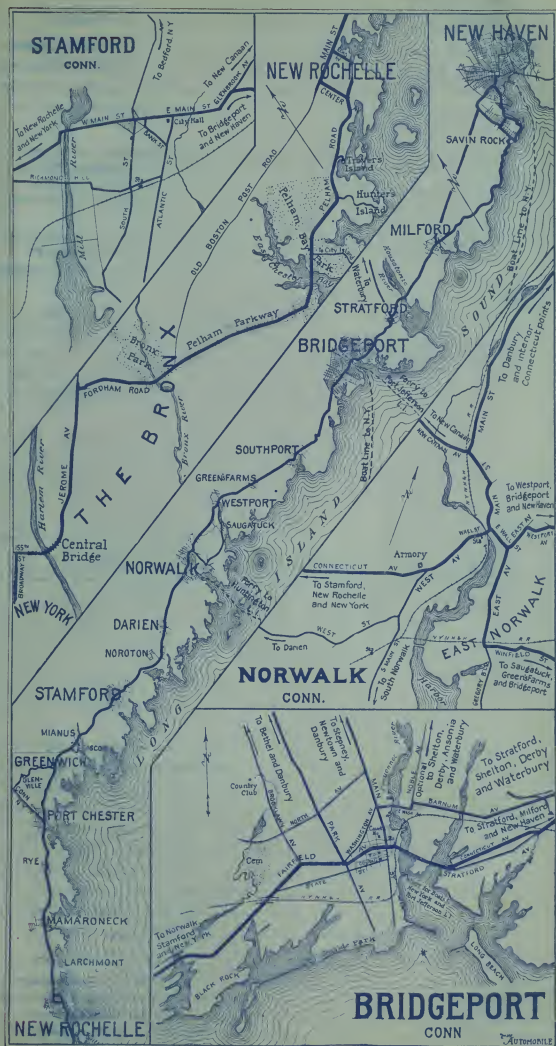
Run straight ahead (leaving trolleys to left—5.4 M) into Jerome Ave.; meeting car-tracks from left (5.7 M), follow them to Fordham Road (8.3 M). Turn 90° right with trolleys on Fordham Road, but keep left at fork just beyond (8.4 M), winding *downgrade all way with car-tracks* to Webster Ave. (8.8 M).

Straight ahead across Webster Ave. trolleys, under "L" (8.9 M) into Pelham Ave.; entering Bronx Park (9.5 M), continue direct over stone bridge (9.7 M) and across bridge over RR. (11.9 M). At end of Pelham Parkway. (12.6 M), turn left on Shore Road, over Bartow Bridge (13.1 M).

Direct on Shore Road across single-track trolley (13.7 M—City Island Road); sharp left and right turns at Hunters Island (14.8 M). Pass entrance to Travers Island (N. Y. Athletic Club—15.3 M), following main road (trolley for one block only—16 M) to end of brick pavement,

16.7 11.5 NEW ROCHELLE, Shore Road at foot of Center Ave.

This leaves business center of New Rochelle over to left, which is advantageous on through trips without stop. For business center turn 90° left (at end of brick pavement—16.7 M) on Center Ave. to Main St.; turn right up Main St., direct out, meeting the Shore Road—Echo Ave. line (at 17.6 M in the following paragraph).



EDGEWOOD INN

Just one block off Boston Post Road
GREENWICH, CONN.

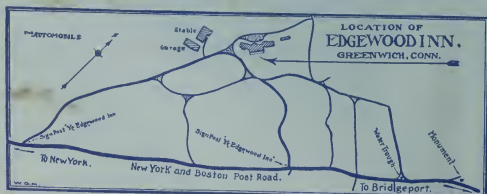


The Ideal of an American Country Hotel

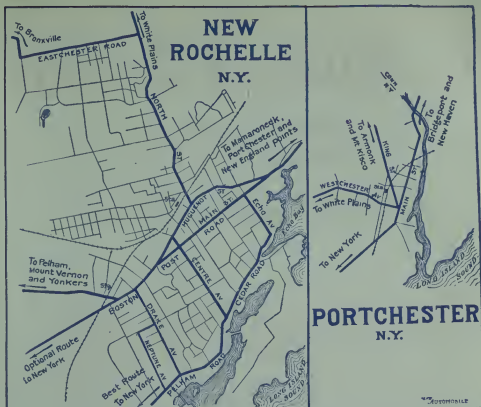
EVERY CITY COMFORT WITH EVERY COUNTRY CHARM
 AUTOMOBILISTS WILL FIND MODERN GARAGE
 ACCOMMODATIONS

D. P. SIMPSON, Manager

Season from last of May to first of October



Just off the Post Road—Away from the Dust



Note two ways through New Rochelle: (1) Via Pelham Road, Centre Ave. and Main St. (through the business center), and (2) Pelham Road, Cedar Road and Echo Ave. to Main St. (avoiding business center). This route uses No. 2.

Keep straight ahead onto macadam, running diagonally across trolleys (17.1 M) to end of Shore Road at foot of Echo Ave. (17.3 M); here turn 90° left up Echo Ave. to intersection of Main St. (large apartment house on right-hand corner—17.6 M). Turn 90° right into Main St. (brick-pavement), following trolleys through Larchmont (19.3 M), passing the Boston Post Road Inn (on left—20.8 M) into

21 4.3 **MAMARONECK.** (*Road to left leads to White Plains.*)

Leaving trolleys to left, take right fork over short stone bridge (21.1 M) upgrade to fork (21.5 M—large brick building over to left). Keep right—downgrade—and right also at next fork (23.4 M—sign, "Boston Post Road"), still downgrade across another stone bridge (24.1 M), curving left immediately beyond.

Picking up trolleys (from right—24.5 M), follow same 1-10-mile only to fork at flagpole, Rye (24.6 M); here take right uphill, straight ahead on main road (without regard to meeting and leaving trolleys). Cross RR. bridge (24.9 M); at fork, 1-mile beyond (25.9 M) keep right, under RR. viaduct (26 M). Meeting car-tracks (from right—26.1 M), curve left with same on Main St. to bank in fork, center of

26.3 5.3 **PORTCHESTER, N. Y.** (*Local map, top of this page.*)

Keep to right of bank, direct out Main St., under RR. (26.7 M), crossing stone bridge (Byram River—Interstate Boundary—27.1 M). At fork ½-mile beyond (27.6 M), keep right on main road, picking up trolleys (from right), entering

The Bullard Garage

20 West Putnam Avenue
(Old Boston Post Road)

Greenwich, Conn.



Absolutely Fire-proof

Storage, Repairing and General Supplies



AGENTS FOR THE

PACKARD and AUTO CAR

Telephone-497

JOHN A. BULLARD, Proprietor

29.4 3.1 GREENWICH, CONN., Town Center and Post Road. Edgewood Inn, 1 block north of Post Road; **The Maples**, Post Road. **The Bullard Garage**, Post Road; **Greenwich Auto Station**, Greenwich Ave. & Post Road.

Direct through; at fork where trolleys divide (church and monument on left—29.7 M), take right—downhill, following tracks across bridge over Mianus Harbor at Mianus (31.7 M). At fork (32.5 M) keep left on main road and also left on main road at next fork (33.7 M), turning left with trolleys (34.1 M) to 5-corners at small bridge (34.2 M). Turn right across Mill River, passing small triangular park (on left—34.5 M), running between City Hall (on right) and park (on left), center of

34.6 5.2 STAMFORD. Hotel Carlton, Main St.

Bell Bros., Garage, opposite West Park; **Mechaley Auto Co.**, 30 Summer St.

Coming into Stamford from New York or intermediate points, bound for New Canaan, Ridgefield or Danbury, leave this (New York-New Haven) main line, changing to the special Stamford-Ridgefield-Danbury route, pages 82-83.

Straight ahead to fork of streets and trolleys at small park leaving town (34.8 M); here take left, winding with car-tracks to top of grade. Where trolleys turn left (35.1 M), continue direct on main road, under RR. bridge (35.4



THE MAPLES

BOSTON POST ROAD
Greenwich, Conn.

A private hotel open
throughout the year.

The cooking and service
are those of a perfectly ap-
pointed country house.

Miss Louise B. Willard
Manager

Telephone, 451-452

Est. 1896 **GREENWICH AUTOMOBILE STATION** Est. 1896

C. H. MINCHIN, Prop.

Cor. Greenwich Ave. and Boston Post Rd., GREENWICH, CONN.

Also 30 West Main St., STAMFORD

Automobiles

and

Motor

Cycles



Repairs

Storage

Renting

ELECTRIC

CHARGING

MAXWELL and WHITE STEAM CARS

Official Station A. A. A. Automobile Blue Book and Automobile Club
of America, and American Motor League

Special Agent Prest-o-lite Tank

Tel. 203 J

Tel. 203 J

Rendez-vous des Automobilistes

Hotel Carlton

Stamford, Conn.

35 Miles from New York on the Boston Post Road.
Open all the year.

Table d'hôte Dinner, 12 to 3 P.M.

A la Carte, 6.30 A.M. to 12 M., 2.30 P.M. to 8.30 P.M.

ESTABLISHED 1891

Mechaley Auto Company

POPE

OLDSMOBILE

CADILLAC

TEL., 671

RENTING

REPAIRING

STORING

SUNDRIES

30-40 Summer St., **STAMFORD, Conn.**

For SUPPLIES, REPAIRS or STORAGE

STOP AT

BELL BROTHERS GARAGE

NEW AND UP-TO-DATE IN EVERY DEPARTMENT

Opp. West Park. **STAMFORD, CONN.**

Corbin, Columbia and Pope-Toledo Cars

M); picking up trolleys (from right just beyond RR.), follow them downgrade across bridge over Noroton River (36.4 M).

Direct through Noroton village to fork (37.8 M); here leave trolleys to right, continuing under RR. (at Darien station—39 M) to fork (42.3 M). Keep right on main road, winding downgrade (with fine view of the Norwalks) past brick Armory (on left); meeting car-tracks just beyond (42.5 M), turn left, following same into center of

43.2 8.6 **NORWALK, Hotel Norwalk. F. E. Lockwood & Co., Garage;** both on Post Road.

Straight ahead to fork in front of trolley barns (on left)) here turn right across bridge over Norwalk River (43.3 M; ascending grade to fork of streets and trolleys at fountain, East Norwalk (43.4 M). Curve left with car-tracks along triangular "green" to white church and cemetery (on left—43.7 M), turning 90° right, upgrade into Westport Ave. (signs, "Bridgeport," "Boston").

Follow trolleys (avoiding left forks, 44.3 & 45.9 M), across bridge over Saugatuck River into Westport (46.5 M). Ascend winding grade, past **Hawthorne Inn** (on right—47 M), keeping right on main road with car-tracks at fork (47.8 M).

Curve right with trolleys (50.5 M) under RR. (50.6 M) to junction of several roads at Southport (50.7 M). Turn



Norwalk Hotel, Norwalk, Conn.

ON BOSTON ROAD

Opposite Garage



Meals for Automobilists at All Hours

GEORGE D. RUSSELL



Hawthorne Inn

On Boston Post Road

WESTPORT, CONN.

Telephone, No. 20 Westport

Dining rooms open until

11 P. M.

REASONABLE RATES

Gasoline and Water

THE "BLUE BOOK" HOTEL AT BRIDGEPORT—In the heart of the city



Atlantic
HOTEL

HEADQUARTERS FOR AUTOMOBILISTS
C. H. Ruhl
BRIDGEPORT, CONN.

MILLER MOTOR CAR CO.

554-556-558 Fairfield Avenue,
Bridgeport, Conn.

New two-story Garage and the best equipped in the State.
No repair too difficult.

Rates: Storage 50c. to \$1.00.

Storage, Wash and Polish \$1.25 to \$2.00

We solicit your patronage and furnish good service.

Telephone 18

The BLUE RIBBON GARAGE

The Largest and Best Fire Proof Garage Between New York and Boston

Agencies: WINTON, PACKARD, FRANKLIN
BUICK, STUDEBAKER

SUPPLIES STORAGE RENTALS REPAIRS
EVERYTHING FOR THE AUTO

Most convenient location in city. Three blocks west from depot on main line New York to Boston

291 Fairfield Ave. BRIDGEPORT, CONN.

The
Incomparable

WHITE

The
Car for Service

FIRST PLACE IN LONDON TOWN CARRIAGE COMPETITION

The White Landauet won the London Town Carriage Competition, establishing its superiority as a car for city use over 23 of the best-known gasoline cars in the world.

left with trolleys, keeping right on main road at fork (51 M) across bridge (51.3 M) to center of Fairfield (52.2 M).

Turn 90° right with trolleys to end of road (52.4 M); here turn 90° left, keeping right on main road at fork (53.3 M). Continue over bridge (53.7 M) and under RR. (55.2 M); at fork immediately beyond keep left with car-tracks on Fairfield Ave., following trolleys all way to intersection of Main St., center of

56.9 13.7 BRIDGEPORT, Fairfield Ave. & Main St.

Atlantic Hotel, Fairfield Ave., near depot; Young's Restaurant, 65 Cannon St., near P. O.;

Blue Ribbon Garage, 291 Fairfield Ave.; Miller's Garage, 554 Fairfield Ave.; Rantz & Bentley Garage, 625 State St.; Bridgeport Auto Co., 388 Fairfield Ave.

Coming into Bridgeport from New York or intermediate points, bound up the Naugatuck Valley to Shelton, Derby, Seymour, Naugatuck or Waterbury, leave this (New York-New Haven) main line, changing to the special Bridgeport-Seymour-Waterbury route, pages 78-79.

Continue on Fairfield Ave. under RR. viaduct (57.1 M), crossing iron bridges (57.2 M & 57.6 M); at fork just beyond (57.7 M), leave trolleys to right running nearly straight ahead into Connecticut Ave. Cross single RR. track (57.8 M); when car-tracks return (from right—58.9 M), follow them, turning 90° left (60.2 M), direct to iron fountain in open square,

60.6 3.7 STRATFORD. (*Straight ahead under RR. leads to Shelton, Derby, Seymour and Waterbury.*)

Turn right with trolleys, direct to and across long bridge over Housatonic River (61.8 M); where car-tracks leave (to right—62.3 M), run straight ahead on main road, avoiding left forks (63.6 M & 64.3 M). Picking up trolley (from right—64.7 M), follow same along south side of long, narrow "green" to further end of same,

64.9 4.3 MILFORD. (*See map page 69 for two ways to New Haven.*)

For New Haven via Woodmont and Savin Rock—adding about 3 1-2 miles but running closer along shore—go nearly straight ahead over Memorial Bridge. Where trolley turns right, continue direct, turning left at hamlet of Woodmont; HOTEL PEMBROKE, cross bridge and keep right on shore road to Savin Rock, past COX'S SURF HOUSE. Bend left at once into Savin Ave., to farther side of W. Haven "Green"; turn right one block around "green" and 1st left into Campbell Ave. to irregular 4-corners, picking up the short route at 72.3 M on the following text

Milford-New Haven Short Line: At farther end of Green curve left with trolleys, under RR. (65.1 M), keeping right with tracks (65.2 M) across small bridge (65.3 M). Where trolleys bear right (65.6 M), keep left, straight ahead through cross-roads (67 M, 68 M & 69 M), crossing RR. bridge (71.3 M) to irregular 4-corners (72.3 M).

Picking up trolleys here (from right, where the shore road from Milford via Woodmont and Savin Rock comes in), follow same across iron bridge (West River—72.8 M) to

fork of 3-roads just beyond (72.9 M). Take the extreme left—Davenport Ave.—past Evergreen Cemetery (on left—73.2 M) to end of street at 5-corners (73.9 M). Bear slightly left and ahead one block on Broad St. to end of same at George St.; jog right and 1st left (74 M) on College St. to end of same at Yale Common,

74.2 9.3 NEW HAVEN, Chapel & College Sts.

For hotels, garages, city map and various diverging routes, see title page, New Haven section, page 143.

BRIDGEPORT TO WATERBURY, CONN.—32.1 MILES

Best route from the New York-New Haven main line through Shelton, Derby, Seymour, Beacon Falls and Naugatuck, connecting above Derby for Ansonia. A scenic trip, following the Shore Line to Stratford, the lower Housatonic River Valley to Shelton; thence up the Naugatuck River Valley all the way to Waterbury.

The actual junction between the "Shore Line" and the route up the lower Housatonic Valley to and through the Naugatuck Valley is at Stratford, a small town 3.7 miles east of Bridgeport. But as a convenience to the large amount of road travel coming into Bridgeport from New York, New Rochelle, Stamford, Norwalk, etc., that city is made the starting point for this route.

FOR DETAIL OF THIS EXIT SEE BRIDGEPORT CITY MAP, PAGE 69

(Mostly good macadam; numerous sharp curves and frequent trolley crossings.)

MILEAGES
Total Intermediate

0 0

BRIDGEPORT, Fairfield Ave. & Main St.

Run nearly east on Fairfield Ave. under RR. viaduct (2-10 M), crossing iron bridges (3-10 M & 7-10 M); at fork just beyond (8-10 M), leave trolleys to right, keeping nearly straight ahead into Connecticut Ave. Cross single RR. track (9-10 M); when car-tracks return (from right—2 M), follow them, turning 90° left (3.3 M), direct to iron fountain in open square,

3.7 3.7 STRATFORD. (Right leads to Milford and New Haven.)

Keep to left of fountain, straight ahead under RR. (3.9 M) into Main St.—broad thorofare, with trolleys—taking right at small park in fork (4.7 M). Thence on main road gradually nearing the Housatonic River, leaving, picking up and again leaving car-tracks; at church in fork (on left—7.3 M) keep right (straight ahead).

Short distance beyond (7.7 M) again meet trolley, crossing same (7.9 M); where tracks leave to right (8.4 M), keep left on main road—caution for iron bridge (8.9 M)

N. Y.
BRANCH
1902 BROAD-
WAY
See pages
20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."

Warner Instrument Co.
Beloit, Wis.



with immediate sharp right turn to trolley line again (9 M). Thence direct 3.6 miles; caution (12.6 M) for sharp left turn (away from trolleys into woods), with sharp right back to car-tracks (12.7 M)—fine views.

Continue downgrade past factories and gas-plants (on right) to stone watering trough in open square, Shelton (13.8 M); here turn 90° right with single car-track across long bridge over Housatonic River (13.9 M). Leaving bridge (14 M) turn sharp right with trolley on Main St., taking next left (14.1 M), upgrade on Elizabeth St.—stone block pavement—to park and Soldiers' Monument, center of

14.4 10.7 DERBY. (*For Ansonia, follow this line out of Derby, taking right fork with trolleys at 14.9 M.*)

Direct through, bearing left with trolleys at reverse fork (14.7 M) to iron watering trough in front of stone church (14.9 M); here (where car-tracks take right for Ansonia), keep straight ahead on fine macadam. Picking up trolley (from right—16 M), follow same to end of line (16.4 M); thence on main ("River") road, keeping right at forks (17 M & 18.7 M).

Direct to "T" in road nearing Seymour (19.4 M); here turn 90° right over small bridge and at once cross larger bridge over Naugatuck River (19.5 M). At end of road immediately beyond, turn 90° left upgrade on Main St. along RR. (on right), center of

19.6 5.2 SEYMOUR. (*New Haven-Seymour route comes in from the right.*)

Pass RR. station (on right—19.7 M), winding sharp right under RR. (19.8 M); immediately beyond curve left over small iron bridge, bearing left with trolley (20.6 M). Where tracks leave (to left—22.3 M), run straight ahead on main road through Beacon Falls (23.4 M).

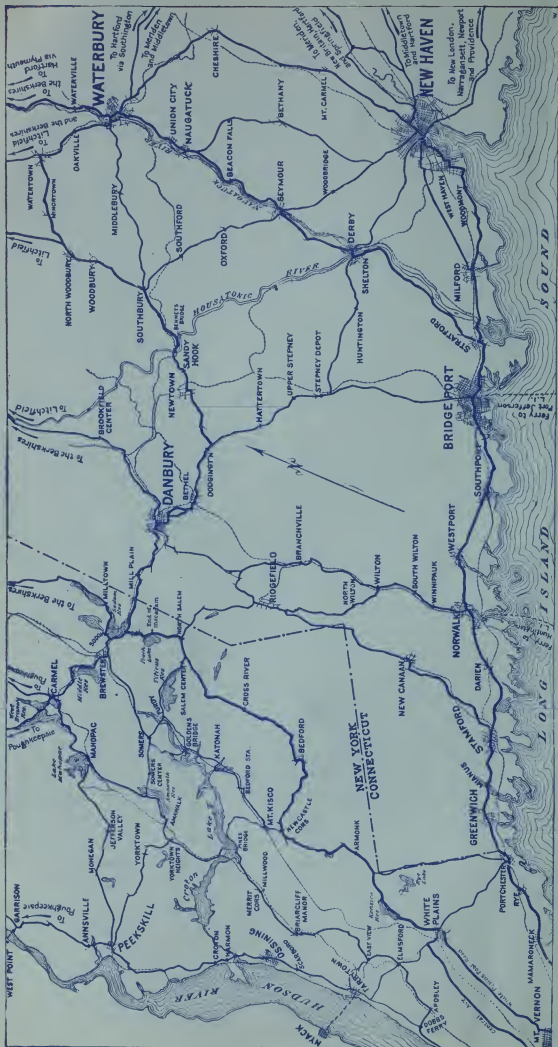
Continue through town under trolley arch (23.8 M) and under RR. (25.6 M); just beyond (25.7 M) cross wood bridge. At fork immediately beyond, take left—caution for numerous sharp curves along the Naugatuck River—curving left past iron watering trough in reverse fork (on right—27 M) into the main street of

27.2 7.6 NAUGATUCK. (*Bridge across the Naugatuck River—over to left.*)

Direct through on good level macadam, keeping right on main road at fork (28 M), same thence becoming S. Main St., Waterbury. Continue under RR. (31.3 M), following trolleys all way—stone block pavement in business center—to head of "green," center for routes into, through and out of

32.1 4.9 WATERBURY, Center Square & Main St.

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.



MAP OF PRINCIPAL ROAD CONNECTIONS BETWEEN LONG ISLAND SOUND AND THE WATERBURY-DANBURY SECTION, TOGETHER WITH OUTLINE OF THE INTERSTATE TERRITORY ON THE LOWER EAST SIDE OF THE HUDSON RIVER.

BRIDGEPORT TO DANBURY, CONN.—26 MILES

**Via Long Hill, Stepney, Dodgingtown and Bethel.*

From Fairfield Ave. and Main Sts., business center, run north with Main St. trolleys to top of hill at St. Vincent's Hospital (on right). Straight ahead past end of trolley, avoiding all forks from macadam to Long Hill (8 miles). At triangular "green," Long Hill, take left to

STEPNEY

10 miles from Bridgeport

Pass store (on left), bearing to right around pump and then straight ahead through Upper Stepney (12 miles) and Hattertown (14 miles) to Dodgingtown hamlet (19 miles). Continue direct through, noting "Bethel" and "Danbury" signs, avoiding all cross-roads.

Intersecting trolleys at top of winding grade, bear left with tracks; following same past fountain (on right), across RR. at grade, Bethel (24 miles). Continue with trolleys—several turns, but unmistakable—all the way through South St. into Main St., business center of

DANBURY

26 miles from New Haven

For hotel, garage and various diverging routes, see title page, Waterbury-Danbury section, page 167. Danbury city map, page 191.

**Alternate Stepney to Danbury via Putnam Monument*

A slightly longer run between these points will bring the tourist through Putnam Park and past the well-known monument. Direct north as before from Stepney to upper Stepney; here bear left over winding road to Redding Ridge (6 miles). Turn right past Putnam Monument (on left) into Bethel and as before to Danbury.

Preface Section, Route No. 4

NORWALK TO DANBURY, CONN.—22 MILES.

Connecting run from the New York-New Haven route, via Winnipauk, Wilton and Branchville. Fair-to-good roads. Map on opposite page.

From Wall and Main Sts., business center of Norwalk, go north with single track trolley, on Main St., following same to end of line at Winnipauk (2 miles). Straight ahead on good gravel road through South Wilton (4 miles) to Wilton (6½ miles). Do not turn left to village center, but skirt eastern side of same, passing stone church (on right).

Continue north; caution for dangerous RR. crossing 1-mile above—direct road past Cannon hamlet on right (8 miles). Straight through, RR. on right; at fork two miles above Cannon (where right leads to

*Map of both routes on opposite page.

HARRIS
(REGISTERED)
OILS

For Gasoline motors. Known
as Light — Medium — Heavy.
All dealers will carry. Insist
on having.

Georgetown) keep *left* direct, passing up through the "Glen." Cross RR. tracks again just before the left turn entering

BRANCHVILLE

11 miles from Norwalk

Follow main road short distance with RR., then gradually bear left direct through several cross-roads. At fork (3.1 miles above Branchville) keep right, straight ahead past road house and pond on right (15.1 miles). Continue on main road between hills; at fork (17.2 miles), turn 90° right—sign "Danbury 3 miles."

$\frac{1}{2}$ -mile beyond turn 90° left straight ahead, passing Fair Grounds (over to left). Meeting trolleys turn right with them, shortly crossing tracks; just beyond, where trolleys again turn right, *keep straight ahead over hill.*

Same road becomes Park Ave., Danbury, which keep to end of Avenue (intersection of car-tracks, which come in again from the right). Turn left one block (Division St.), and right at small park into West St., direct to intersection of Main St., business center of

DANBURY

22 miles from Norwalk

For hotel, garage, and various diverging routes, see title page Waterbury-Danbury section, page 167; Danbury city map, page 191.

STAMFORD TO DANBURY, CONN.—32 MILES

Connecting run from the New York-New Haven route to Danbury via New Canaan and Ridgefield. Mostly good country roads; a few macadam stretches. Map on page 80.

An alternate to New Canaan on this route, preferred by many, is to follow the New York-New Haven line—already given—to Darien. A left turn there, under the RR. arch and *straight ahead* will reach New Canaan—not much longer than the line given below from Stamford.

From City Hall and small park, business center, go out East Main St., with trolleys; at small park with blue stone church (on left), keep left into Glenbrook Ave. Where car-tracks fork bear right to end of line; then straight ahead across RR. tracks at grade, Glenbrook hamlet (2.9 miles).

Continue across small bridge over Noroton River; at fork just beyond (3.8 miles), keep left past cemetery (on left) through 4-corners at Springdale (5 miles). Pass sign, "New Canaan $4\frac{1}{2}$ miles," crossing tracks at bad angle immediately above, and following them almost due north. At fork (7 miles), turn right under RR. arch; at fork $\frac{1}{2}$ -mile above, keep left on fine road to edge of New Canaan. Pass depot on left (9 miles), turning immediately 90° right to center of village, NEW CANAAN

9.3 miles from Stamford

Turn 90° left, upgrade on fine road past frame church (on left); at iron fountain in fork (10.5 miles), keep right—several heavy grades. Go through fork (11.3 miles), passing Golf Grounds (on left); at fork $\frac{1}{2}$ -mile beyond keep left, past fine houses (on hillside to right).

At fork (13 miles), turn left upgrade, and next right (13.1 miles), keeping straight ahead through next 4-corners, past sign on right, "To Bald Hill." Pass frame church (on right); and go through cross-

roads .8 mile above (sign Lewisboro), upgrade. Pass between church and cemetery (16 miles) and straight ahead through fork immediately beyond.

Coming to "T" in road (18.6 miles), turn 90° right; .9 mile beyond keep to right around sharp curve on built-up road. Pass West Lane schoolhouse on left (20.2 miles) and stone church on left (20.9 miles). Turn immediately left on fine broad macadam road into

RIDGEFIELD

21.4 miles from Stamford

The Inn; Bailey House.

Straight ahead on main street of village; at fork .6 mile from center turn 90° right. Continue through cross-roads (22.7 miles), sign on right, "Danbury 8 miles." Direct ahead to next cross-roads (23.9 miles from Stamford).

To avoid *vicious* grade directly ahead turn right about one mile, then left, running into the direct road less than 2 miles above. Thence straight ahead past road house and pond on right (26.1 miles). Continue on main road between hills; at fork (28.2 miles), turn 90° right—sign "Danbury 3 miles."

$\frac{1}{2}$ -mile beyond turn 90° left straight ahead, passing Fair Grounds (over to left). Meeting trolleys turn right with them, shortly crossing tracks just beyond, where trolleys again turn right, *keep straight ahead over hill*.

Same road becomes Park Ave., Danbury, which keep to end of Avenue (intersection of car-tracks, which come in again from the right). Turn left one block (Division St.), and right at small park into West St., direct to intersection of Main St., business center of

DANBURY

32 miles from Stamford

For hotel, garage and various diverging routes see title page Waterbury-Danbury section, page 167; Danbury city map, page 191.

Preface Section, Route No. 6

NEW YORK CITY TO DANBURY, CONN.—65.8 MILES

Via Central Bridge, Jerome Ave. and Central Ave. to White Plains, and up the State Road through Bedford to the Westchester Co.-Putnam Co. line. Thence past Peach Lake to East Branch Reservoir, where the turn east is made into Connecticut for Mill Plain and Danbury.

Large-scale map of this route as far as White Plains in the full page, "Main traveled Routes in Lower Westchester Co.," page 84; smaller-scale map from White Plains to Bedford and Danbury, page 86. For map (on one scale) of the interstate territory between the lower east side of the Hudson River and Long Island Sound, see page 90; the latter also shows the principal connections to and from the most important points in Westchester, Putnam and Dutchess Counties, N. Y., and the adjacent sections in Connecticut.

FOR THIS AND OPTIONAL EXITS THROUGH THE MIDDLE AND UPPER CITY SEE MAP, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," PAGE 65

(Mostly good macadam to the Putnam Co. line—then

MILEAGES
Total Intermediate

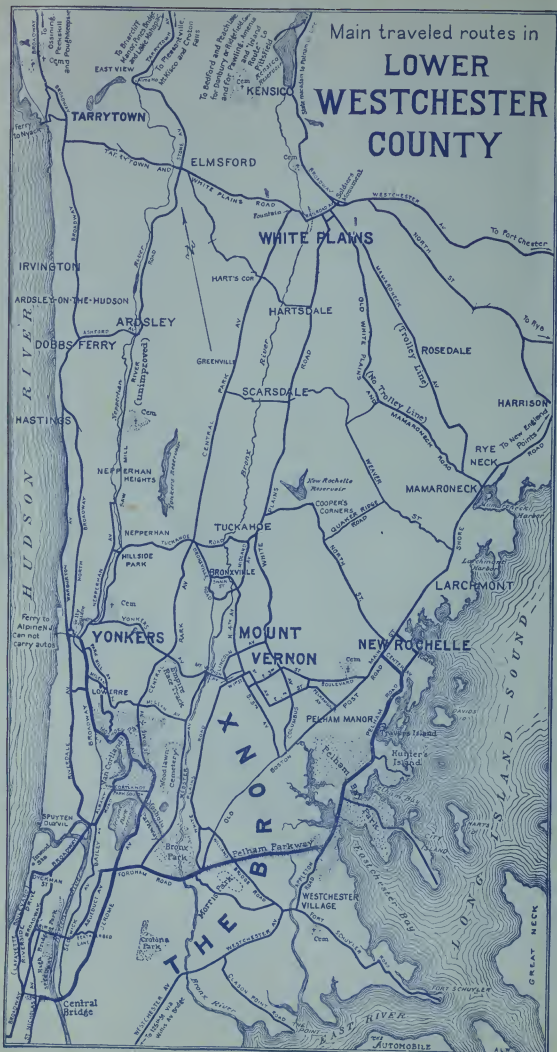
0 0

dirt road with some macadam to Danbury.)

COLUMBUS CIRCLE, 59th St. & Central Park West.

Run up 8th Ave. (Central Park West) to 110th St. (or Cathedral Parkway—2.6 M); turn left under "L" and

Main traveled routes in **LOWER WESTCHESTER COUNTY**



1st right (2.7 M) into Manhattan Ave. Straight ahead (leaving car-tracks to right at 3 M) into St. Nicholas Ave (at 124th St.—3.4 M).

Direct on St. Nicholas Ave. to fork (4.6 M); keep right—straight ahead—through St. Nicholas Place to 155th St. (4.9 M). Turn right on 155th St. across viaduct, bearing left with car-tracks onto

5.2 5.2 CENTRAL BRIDGE. *(No toll, but draw frequently open.)*

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

Straight ahead (leaving trolleys to left—5.4 M), into Jerome Ave.; meeting car-tracks from left (5.7 M) follow them across Fordham Road (8.3 M). Continue on Jerome Ave.—several curves, but no turns—crossing (at right angles, just after passing Empire Race-track on right).

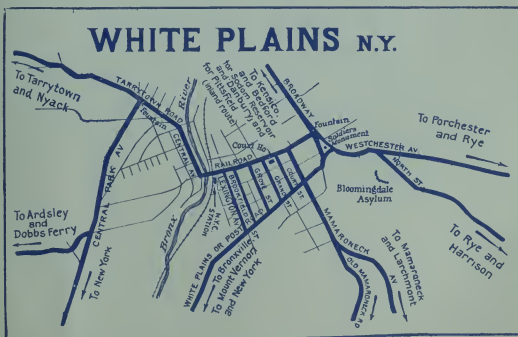
13.1 7.9 YONKERS AVE. *(This route extends north-and-south about midway between Yonkers and Mt. Vernon, without entering either city.)*

The next 9.2 miles straight macadam—no trolleys or towns of size, but occasional autotrips in the few cross-roads hamlets.

Direct up Central Ave. across Tuckahoe Road (15.6 M), running through Greenville (19.3 M) and Hart's Corners (20.8 M) to end of road—stone fountain in center (22.3 M). Turn right with trolleys, shortly turning left (22.6 M) with same across RR. at depot (on right) into Railroad Ave..

22.8 9.7 WHITE PLAINS, business center.

Carpenter House, east side of Court House. Mammoth Garage, Mamaroneck Ave. and Post Road; Barrett's Garage, 4 Mamaroneck Ave



Entering White Plains by Central and Railroad avenues, this route passes through the business center, turning north into Broadway toward Kensico Reservoir.

Straight ahead through business center past Mamaronck Ave. (broad thoroughfare on right—23.1 M) to intersection of Broadway at fountain (23.4 M—small park and Soldiers' Monument on right). Turn 90° left up Broadway, keeping right on macadam at small hotel in fork (24.8 M), direct to foot of Kensico Reservoir (26.1 M).

Bear right around east side of reservoir (dangerous right and left curves at head of same), crossing small bridge (27.8 M) to irregular 4-corners (store in center) immediately beyond. Turn right, winding but direct to fork (29.4 M), where keep left, crossing small bridge just above (29.6 M); coming immediately to another fork, take right to and through hamlet of Armonk (31.2 M).

1 mile beyond (32.2 M), turn left (caution) past Wampus (small) Lake on left to 3-corners (36.3 M); here again take right over iron bridge (36.4 M) to Newcastle Corners* (3-corners with signs—36.9 M). Turn right (leaving road into Mt. Kisco village on left), following main-traveled highway 1 1-2 miles to next fork (38.4 M).

*A typical country "Corners" in limits of Mt. Kisco village and therefore subject to lowest speed under State law. Frequent autotraps, with particularly unjust and offensive treatment, at this point, especially Sundays.

Bear right, on winding macadam to 4-corners with conspicuous signpost (39.5 M); here turn 90° right to fork 4-10 mile above (39.9 M). Take left (caution) on main-



This map takes up the route where left by the larger-scale map on page 84, and carries it, on a smaller scale, through to the end.

traveled road, keeping on left side of triangular park, entering village of

42 19.2 BEDFORD, a smaller place than appears on maps.

Curve left around park to irregular 4-corners short distance above (42.3 M); here turn right over small iron bridge (43.3 M) onto winding road between reservoirs. Continue through 4-corners (45.8 M), slowing down for sharp "S" curves across bridge to end of road at hamlet of Cross River (47.1 M).

Turn 90° right to fork (47.4 M); here keep left on macadam, taking right at next fork (49 M) through irregular 4-corners (50.4 M). Slow down for sharp right turn (50.9 M); thence on main-traveled road (avoiding left forks, 51 M & 51.5 M) through cross-roads (52.4 M).

Continue across concrete bridge (53.2 M) to 3-corners immediately beyond; now bear right, keeping left at fork (53.8 M) into North Salem (53.9 M). Turn 90° right to "T" in road 4-10 mile beyond (54.3 M); again turn 90° left over unused trolley track (55.2 M).

Direct through cross-roads (55.5 M), coming along Peach Lake (on left, 56.3 M) to end of macadam at Putnam Co. line (56.4 M). Thence on dirt road past the lake, descending steep grade with numerous waterbars; at foot of hill—East Branch Reservoir directly in front—

58.1 16.1 TURN RIGHT (East).

Straight ahead on main road along reservoir system, keeping left at fork (58.6 M), over small bridge (60.5 M); thence along RR., crossing tracks (61.8 M—small station on left) to 3-corners (61.9 M). Here turn right through village of Mill Plain (62 M), again over RR. (62.9 M) to 3 corners at cemeteries (63.2 M).

Take left, again over RR. (63.3 M), descending long grade; at foot of hill bear right under RR. arch (65.2 M) and over small bridge to fork (65.3 M). Keep right to small triangular park (65.5 M); here curve left into West St., following trolley to Monument in road at Main St.,

65.8 7.7 DANBURY, Main & West Sts., business center.

For hotel, garage and various diverging routes, see title page Waterbury-Danbury section, page 167; Danbury city map, page 191.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

ACCURATE as a
WATCH; RELIABLE
as a COMPASS.

See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



NEW YORK CITY TO DANBURY, CONN.—74 MILES

Via Central Bridge, Jerome Ave. and Central Ave. to Hart's Corners (2 miles below White Plains), and by the new short-cut road to Elmsford. Thence northward through East View and Briarcliff Manor, crossing the Croton Reservoir at Pines Bridge to Lake Mahopac, Carmel, Brewster, N. Y., Mill Plain and Danbury, Conn.

This is an excellent alternate to Route No. 6 from the Metropolitan District to points in western Connecticut and western Massachusetts, using the principal highway through the lake-and-reservoir system districts of Westchester and Putnam counties, N. Y., instead of the corresponding line through White Plains and Bedford (Route No. 6). Without material difference in time or mileage, these two offer a choice from Hart's Corners on Central Ave. (20.8 M) to Sodom Reservoir (58.1 miles by Route No. 6, or 66.3 miles by this alternate route), coinciding from Sodom Reservoir to Mill Plain and Danbury. The principal connections throughout this interstate territory are given in the New York State edition, Vol. 1.

FOR THIS AND OPTIONAL EXITS THROUGH THE MIDDLE AND UPPER CITY, SEE MAP. "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," PAGE 65

(Mostly good macadam to the Putnam Co. line—then dirt road with some macadam to Danbury.)

MILEAGES
Total Intermediate

0 0 COLUMBUS CIRCLE, 59th St. & Central Park West.

Run up Broadway to 72nd St.; at subway entrance (on left—7-10 M), keep to right of Monument one block on Amsterdam Ave. Turn left on 73rd St. (8-10 M) and 1st right—again up Broadway (closed to northbound vehicles, 72nd to 73rd Sts.).

Follow double car-tracks across 110th St. (Cathedral Parkway—2.7 M), downgrade along elevated "subway," crossing Manhattan St. (3.5 M—caution for trolleys and vehicles from right and left). Ascend grade, direct to 155th St. (upper boundary of Trinity Cemetery—4.8 M); turn 90° right, straight ahead across 155th St. viaduct onto

5.2 5.2 CENTRAL BRIDGE. (No toll, but draw frequently open.)

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

Straight ahead (leaving trolleys to left—5.4 M), into Jerome Ave.; meeting car-tracks from left (5.7 M) follow them across Fordham Road (8.3 M). Continue on Jerome Ave.—several curves, but no turns—crossing (at right angles, just after passing Empire Race-track on right).

13.1 7.9 YONKERS AVE. (This route extends north-and-south about midway between Yonkers and Mt. Vernon, without entering either city.)

The next 7.7 miles (to Hart's Corners) straight macadam—no trolleys or towns of size, but occasional autotraps in the few cross-roads hamlets.

Direct up Central Ave. across Tuckahoe Road (15.6 M), running through Greenville (19.3 M) to Hart's Corners (20.8 M—easily missed at speed, fire station on left, wagon

shop on right). Here turn 90° left; 200 feet beyond turn right and immediately left, taking right fork 50 feet beyond, ascending long hill—fine views!

Coming to end of road (21.4 M) turn right, straight ahead through cross-roads (caution for vehicles from right and left), descending—more fine views—to trolley line at foot of hill (23.7 M). Bear left across car-tracks (caution) into the White Plains—Tarrytown road to 4-corners just beyond (immediately before RR.),

- 23.8 10.7 **ELMSFORD.** (*A notorious autotrap; one serious accident already from ropes and chains across road.*)

Turn 90° right, direct 2 3-10 miles to "T" in road at East View (26.1 M—Westchester Co. Alms House on right); again turn 90° right across concrete bridge (26.9 M), taking left at fork (28.5 M). Thence on main-traveled road running diagonally across Putnam Division, N. Y. C. RR. (dangerous grade—30.7 M); at fork immediately beyond bear right through 4-corners (large stone church on left), at

- 32.3 8.5 **BRIARCLIFF MANOR,** Briarcliff Lodge; Pocantico Lodge (open throughout the year).

At fork by Manor barns just beyond (32.4 M) bear right—direct 2.2 miles, keeping left (34.6 M) past Echo (small) Lake to fork by old stone hotel at Merrit Corners (a frequent autotrap—35.8 M). Straight ahead, crossing RR. again (37.1 M), shortly coming along Croton Lake on left; continue direct past first bridge, following built-up roadway onto

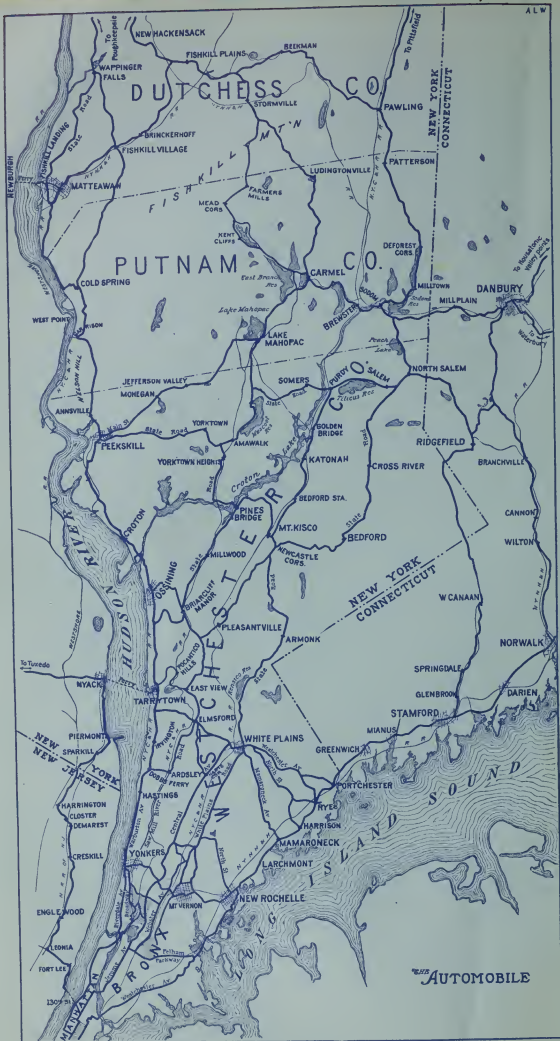
- 39.3 7 **PINES BRIDGE,** Large new bridge over Croton Lake.

Cross bridge, turning first left beyond (39.4 M), straight ahead over RR. tracks at Croton Lake station (on right—40 M) to "T" in road on upper west side of lake (40.7 M). Here (straight ahead leads around reservoir), turn 90° right along bank of solid rock to end of road (43.2 M).

Bear right short distance to fork (43.4 M); here, instead of crossing tracks, keep left along same past Yorktown Heights station (on right—43.5 M). At end of road beyond (43.7 M) turn left, but at next fork (44 M) keep right, over concrete arch (44.3 M).

Immediately swing right, straight ahead across RR. tracks at Amawalk station (45.1 M), keeping left on main road at fork (45.4 M); thence along the west side of Muscoot Reservoir through 4-corners (47.9 M). Continue direct to "T" in road at hamlet of Baldwin Place (50.2 M—grocery on right), turning 90° left over RR. tracks (50.3 M) to next fork (50.5 M).

Here keep right to irregular corners (51.7 M), where turn right again across RR. (51.9 M), direct to the shore of Lake Mahopac (52.7 M). Bear right (passing reverse fork on left leading to **Dean House**), winding close along



MAP OF THE INTERSTATE TERRITORY ON THE LOWER EAST SIDE OF THE HUDSON RIVER, SHOWING CONNECTIONS TO AND FROM MOST IMPORTANT POINTS.

lake (caution for numerous sharp curves) to RR. station, central landmark for

- 54 14.7 **LAKE MAHOPAC.** Thompson's Hotel, on right-hand side short distance beyond RR.

Straight ahead across RR. tracks, following State Macadam to irregular corners at edge of West Branch Reservoir (56.3 M); here turn right, with sharp left turn 4-10 mile beyond (56.7 M). Cross built-up road by gate-house, direct over bridge (58.2 M); short distance beyond turn left*, with sharp right* (58.4 M) and immediately sharp left* over RR. bridge (58.5 M).

*These 3 turns are close together; all easily seen and followed; signs at most cross-roads.

Direct over RR. (58.7 M—bad grade), running along the south shore of Lake Glenida passing depot (on right—59.2 M) into Carmel. Continue past village stores to irregular forks (just beyond—easily passed at speed),

- 59.5 5.5 **CARMEL.** (*Route to Poughkeepsie straight ahead.*)

Turn sharp right, direct under RR. bridge (59.8 M); at fork foot of grade (59.9 M—sign "Brewster"), take left to 4-corners 1 mile beyond (60.9 M). Here turn 90° left over RR. bridge (61 M) to end of road (61.5 M); now turn 90° right over bridge at head of reservoir, following main road past Tilly Foster (abandoned) mines.

Cross RR. (dangerous grade—61.8 M), keeping right short distance along Middle Branch Reservoir; then through cross-roads (63 M) and over RR. bridge (63.7 M). At end of road just beyond (63.8 M), turn right, curving left into the main street at RR. station,

- 64 4.5 **BREWSTER, N. Y.**

Straight ahead through town across small bridge (64.7 M), turning sharp left at watering trough immediately beyond; pass condensed milk factory (on left), running under RR. (64.9 M). Swing right along tracks to 3-corners (65.2 M); here (sign on left, "Sodom," for Pawling and Pittsfield), keep right—straight ahead—past stock farm.

Curve right over RR. bridge (65.5 M), taking left fork immediately beyond, following main road along East Branch Reservoir. Pass large hotel-garage sign (66.3 M), straight ahead to fork (66.8 M); here keep left across small bridge (68.7 M).

At fork just beyond keep left along RR., crossing tracks (70 M—small station on left) to 3-corners (70.1 M). Here

HARRIS
(REGISTERED)
OILS

Used by prominent drivers holding world's records. They are equally desirable for your use.

turn right through village of Mill Plain (70.2 M), again turning right over RR. (71.1 M) to 3-corners at cemeteries (71.4 M).

Take left, again over RR. (71.5 M), descending long grade; at foot of hill bear right under RR. arch (73.4 M) to fork (73.5 M). Keep right to small triangular park (73.7 M); here curve left into West St., following trolley to Monument in road at Main St.,

74 10 DANBURY, Main & West Sts., business center.

For hotel, garage, and various diverging routes, see title page, Waterbury-Danbury section, page 167; Danbury city map page 191.

Local Stations Displaying This Sign

AUTOMOBILE
OFFICIAL  **BLUE-BOOK**
STATION

Have been recommended to the Publishers of This Book by Local Autoist as Stations of the Best Standing in Their Vicinity

The
Incomparable

WHITE

The
Car for Service

PERFECT SCORE IN THE HARRISBURG ENDURANCE RUN

The White made a perfect score in the Harrisburg Endurance Run of the Motor Club of Harrisburg, May 6th-7th, 1907, the contest being so severe that less than one-half of the contestants even finished officially.

NEW YORK TO THE BERKSHIRE HILLS—147 MILES

"Inland Route," a full alternate both to the corresponding routes via Poughkeepsie (or Hudson), and via Waterbury or Danbury. Using a maximum amount of the new State macadam in Westchester and Dutchess counties, N. Y. Map to White Plains, page 84.

Route card No. 47, Automobile Club of America. Copyright 1906 by Cortlandt F. Bishop—used by permission.

(For more specific details for this route as far as Sodom

Reservoir, see first 58.1 miles of Route No. 6, pages 83-87.)

MILEAGES
Total Intermediate

0

0

CENTRAL PARK PLAZA. (Fifth Ave. and 59th St.)

Take Fifth Avenue, 110th Street, St. Nicholas Avenue, Central Bridge, Jerome Avenue and Central Avenue, direct to

23

23

WHITE PLAINS.

Cross railroad tracks, take Railroad Street to North Broadway, and at Soldier's Monument turn 90° left and proceed north by state highway (winding road with dangerous turns) past Kensico Reservoir to

36.5

13.5

MT. KISCO. Newcastle Corners. [Ed. Blue Book.]

At sign post one-half mile before reaching railroad station, turn 90° right and follow state highway through

42

5.5

BEDFORD, and

47

5

CROSS RIVER, to

54

7

NORTH SALEM.

At end of village bear left and continue past Peach Lake. (State road ends at Putnam County line.) At foot of hill turn left and proceed one mile west to

59

5

SODOM.

Bear right around stock farm barns and continue along bank of reservoir; take all right turns until after the 3d bridge is crossed. Then turn 90° left and proceed straight north (poor road, no sign posts), passing east of

70

11

PATTERSON, and then by state highway to

73.5

3.5

PAWLING. (Dutcher House.)

Do not cross tracks, but bear right around watering trough and continue north, following telegraph poles and keeping east of railroad through

81

7.5

SOUTH DOVER.

Follow poles; 6½ miles farther turn 90° left to

88

7

DOVER PLAINS.

Cross tracks, turn 90° right, bear right, and five miles farther pass under railroad, and then turn sharp left into



MILEAGES
Total Intermediate

94 6

(Continued from page 93).

WASSAIC.

Keep east of railroad at first, and later on cross tracks into

97 3

AMENIA.

Continue direct north past hotel, take first right, next left, then right, and continue north by state highway into

106 9

MILLERTON.

Here cross tracks and proceed directly east to

110 4

LAKEVILLE, CONN. (Interlaken Inn.)

In center of town turn 90° left and go direct to

111.5 1.5

SALISBURY.

At Soldier's Monument, take left fork, viz.: "Under Mountain Road," turning 90° to right at sign post, 7 miles from Salisbury, to

121.5 10

SHEFFIELD, MASS.

After crossing R.R. tracks, turn north to

127.5 6

GREAT BARRINGTON. (Berkshire Inn.)

Follow trolley tracks, crossing river and bearing left, 3 m. to cross-roads. Here turn right, ascend Monument Mountain and continue direct into

134.5 7

STOCKBRIDGE. (Red Lion Inn, Heaton Hall.)

Turn 90° right in front of stone church, and at end of village bear left up hill, and proceed north by state highway to

140.5 6

LENOX. (Curtis Hotel, The Aspinwall.)

In front of town hall turn 90° right and proceed direct up hill (state highway), and then direct to

147 6.5

PITTSFIELD. (The Wendell, The Maplewood.)

[For hotels, garages, city map and various diverging routes, see title page Pittsfield Section, page 419.
—Ed. Blue Book.]

NEW YORK CITY TO ALBANY AND TROY, N. Y.

Main thoroughfare up the east side of the Hudson River to Peekskill, Poughkeepsie, Hudson, Albany and Troy. The principal lines of automobile travel from these five cities into New England are given in the group of routes immediately following. Map on page 96.

Although entirely in New York State, this route is the base-line for so much automobile travel into New England that it belongs almost equally to both. Its FORM is somewhat altered here for brevity, and as a convenience to through trips reaching western Connecticut or Massachusetts from points between New York and Albany.

FOR THIS AND OPTIONAL EXITS THROUGH THE MIDDLE AND UPPER CITY SEE MAP, "MAIN AUTOMOBILE ROUTES ON MANHATTAN ISLAND," PAGE 65.

(Leaving New York via Broadway, 230th St. & Riverdale

Ave.—shortest & quickest way for through northbound trips.)

MILEAGES
Total Intermediate

0 0 COLUMBUS CIRCLE, 59th St. & Central Park West.

Run up Broadway to 72nd St.; at subway entrance (on left—7-10 M), keep to right of Monument one block on Amsterdam Ave. Turn left on 73rd St. (8-10 M) and 1st right—again up Broadway (closed to northbound vehicles, 72nd to 73rd Sts).

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

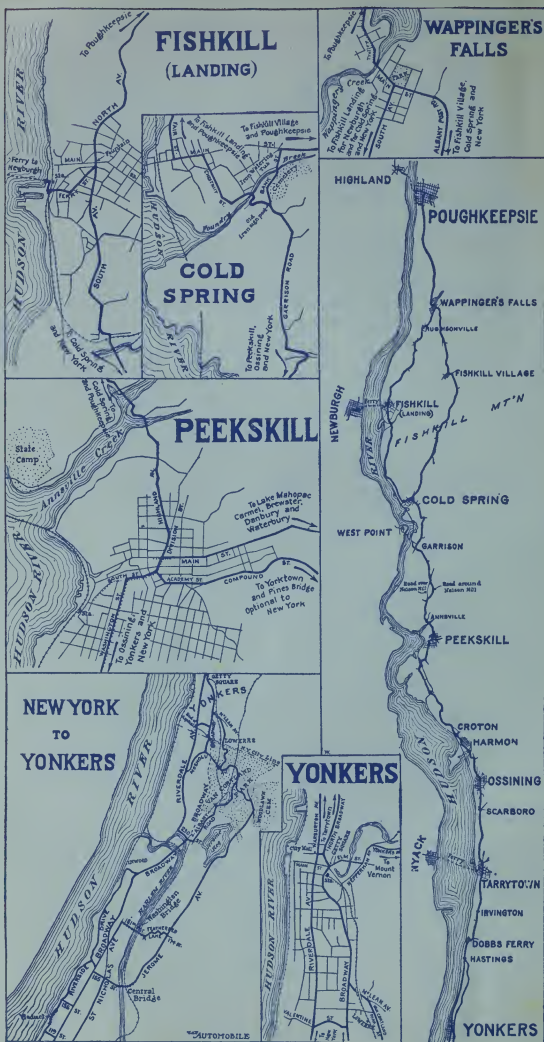
Follow double car-tracks across 110th St. (Cathedral Parkway—2.7 M), downgrade along elevated "subways," crossing Manhattan St. (3.5 M—caution for trolleys and vehicles from right and left.) Ascend grade, direct to fork (5.5 M); bear diagonally left with Broadway (St. Nicholas Ave. continues straight ahead), following double car-tracks all way to and under Elevated "Subway" (8.1 M).

Straight ahead across drawbridge over Ship Canal (8.3 M—no toll) to head of 230th St. (8.6 M—just before left curve of elevated structure). Turn 90° left on 230th St. to end of same at Riverdale Ave. (8.9 M); here turn right, upgrade on macadam. Run direct through Riverdale and Mt. St. Vincent (10.9 M); picking up trolleys (11.3 M) follow tracks to intersection of Main St.,

12.8 12.8 YONKERS, Riverdale Ave., Main St. & Warburton Ave.

Park Hill Inn; Francfort's Restaurant, both on Broadway, below Getty Sq. Yonkers Auto Station, 71 S. Broadway.

Straight ahead across Main St., into Warburton Ave., past Manor Hall and Monument (on left—12.9 M), following trolley to and over viaduct at Hastings-on-Hudson (16.9 M). Immediately beyond curve left (leaving car-tracks to right), direct on main road to fork just below Dobbs Ferry (18 M); here (tablet on right marking Washington's Headquarters, 1781), keep right.



Descend grade (18.5 M), passing stone watering trough in road (18.6 M); at fork immediately beyond (18.7 M—light colored stone church on left), take left through Irvington (20.3 M). Continue on fine wide macadam—Broadway—to and across trolleys at intersection of Main St. (upper part of)

23.1 10.3 TARRYTOWN. (*Connection by ferry to Nyack on the west side of the Hudson.*)

Florence Hotel, Broadway, south of Main St. Koenig Bros. Garage, Broadway, north of Main St.

Direct through to brick church in fork (23.7 M); here keep left—downgrade—across stone bridge (24 M) and upgrade past Sleepy Hollow Cemetery (on right—24.2 M). Continue under stone arch (narrow passageway—26.2 M) and through 4-corners at Scarboro Church (27.3 M), descending long easy grade past greenhouses (on left—27.9 M) to Soldiers' Monument in fork (upper part of)

29.3 6.2 OSSINING, Weskora Hotel, at Monument. Ossining Garage, Croton Ave.

The important stretch of 11.2 miles between Ossining and Peekskill will probably be macadamized during 1908, making it necessary meanwhile to detour eastward. For this emergency a special way around the stretch temporarily closed OUGHT to be provided and suitably posted; if not, local inquiries are advised, as it is impossible to forecast (winter 1907-08) what the situation will be.

Bear left at monument down bad winding grade across stone bridge (29.4 M) and immediately upgrade, keeping left on main road at fork (29.8 M) to district school (on left—30.9 M). Here turn 90° left, curving sharp right (31 M & 31.1 M), direct across long iron bridge (31.4 M) and short iron bridge (31.6 M).

Pass new village of Harmon (32.2 M), curving left (32.4 M) across branch RR. (32.5 M), coming along main line N. Y. C. RR. (on left) entering Croton-on-Hudson (33 M). Direct through, with short sharp curves (33.8 M & 34.3 M), crossing small concrete bridge (35.2 M); at fork immediately beyond turn left to 3-corners (35.7 M).

Again turn left (sign, "Peekskill"), straight ahead over RR. bridge (36.3 M), through Montrose (brick school on right—37.3 M); picking up trolley (from left—37.4 M), follow same to 4-corners at country hotel (38.1 M). Turn right with car-tracks; running under RR. (38.4 M); at "T" in road short distance above (38.6 M), again turn 90° right with trolleys to end of road (39 M).

Now turn 90° left with car-tracks on Washington St., Peekskill, to end of same at South St. (40.3 M). Turn 90° right on South St., curving left (40.4 M) into S. Division St., lower business center,

40.5 11.2 PEEKSKILL.* Hotel Raleigh. Lawson's Garage, adjoining the Raleigh.

*Route No. 9 of this Section—to Lake Mahopac and Carmel, N. Y., and Danbury, Conn.—turns east from Peekskill.

Continue straight ahead across Main St. (40.6 M) through N. Division St. to fork (40.9 M); here take left—signs. "Poughkeepsie," "Albany"—into Highland Ave. Descend steep rough grade with iron bridge at bottom (41.6 M), curving left immediately beyond, with right curve (41.8 M)—caution for 90° left turn across next iron bridge (41.9 M).

Run direct through 4-corners at hamlet of Annsville (42 M), bearing right just beyond, up steep grades along ravine; keep right on main road at fork (43.2 M) to important fork (43.4 M). Here (where straight ahead goes over Nelson Hill), take right—small sign "New Road to Garrison"—winding but direct around the east side of the hill, coming into the old line again through reverse fork (44.6 M).

At fork short distance beyond (44.8 M) take left up-grade through glen in woods to important 4-corners (47.5 M); here, sign "Cold Spring 5 Miles," turn 90° right. Pass branch road on left (47.9 M) and stone church (on left—48.1 M); at fork just beyond keep left on main road across small iron bridge (48.4 M).

Continue along iron fence on left (48.9 M)—caution for sharp left curve (49.2 M) with sharp right (49.3 M) in front of iron gates to private estate. Descend grade—caution for 2nd sharp left "horseshoe" curve (49.8 M) with right curve (50 M) over bad waterbar (1907) to prominent fork on the lower edge of

51.3 10.8 COLD SPRING. *(Diverging point for two optional routes to Wappingers Falls and Poughkeepsie.)*

From this point there are two routes to Wappingers Falls, as the map, page 96 shows: (1) via the inland road, leaving Cold Spring to the left and running through Fishkill Village; and (2) via the river road, through Cold Spring and Fishkill Landing. Principally on account of two atrocious RR. crossings near Storm King station on the river road, we consider the inland road safer at night or in bad weather; hence its first place here.

But for a daylight or good weather trip the other is the more picturesque way—only a trifle longer, and fine new macadam from Fishkill Landing to Wappingers Falls. For complete schedule over the river road (by which also direct connection is had to Newburgh via Fishkill Landing), see separate heading, page 100.

"Inland Route" via Fishkill Village: Take right fork (51.3 M, leaving Cold Spring—river road and telegraph wires to left), past cemetery (on right—51.6 M) and over stone culvert immediately beyond to end of road at iron watering trough (51.7 M). Turn right, but at next fork (52.2 M—sign "Poughkeepsie") take left, keeping left

KNOW
How Fast and How Far
DON'T GUESS

See pages 20, 761

THE WARNER
AUTO-
METER



WARNER INSTRUMENT CO., Beloit, Wis.

also at 3-corners (54.8 M), passing frame church on left immediately beyond.

Continue direct over small bridge^e (57 M); at fork (57.2 M) curve left over another small bridge onto stretch of narrow winding road around Fishkill Mountain—fine views! Cross iron bridge (60.6 M) and RR. (dangerous crossing—60.7 M), curving left at blacksmith shop (60.8 M) into

61.3 10 FISHKILL VILLAGE. *(Church and cemetery on right—small hotel on left.)*

Turn 90° right on Church St. (main road), keeping left at fork (63.8 M), straight ahead through 4-corners (64.7 M & 65.4 M). 1-2 mile beyond (65.9 M) curve left to end of road at flagpole and park (66.4 M); here (where river road via Cold Spring and Fishkill Landing comes in from the left), turn 90° right into village of

66.5 5.2 WAPPINGERS FALLS. *(Special auto-catchers frequent on last part of the remaining 7.7 miles into Poughkeepsie.)*

Continue downgrade across stone bridge (Wappinger Creek—66.6 M); at end of road immediately beyond turn 90° right (picking up trolleys), direct to fork (68.7 M). Here keep left with car-tracks, which follow all way into South Ave., past Soldiers' Fountain (on left—73.9 M) and through Market St. to end of same at Main St., center of

74.2 7.7 POUGHKEEPSIE,* Main and Market Sts.

Nelson House, Market & Main Sts.; Morgan House, Main & Catherine Sts. Sague & Son, Garage, 184 Church St., near Nelson House; John Van Benschoten, Garage, Catherine & Main Sts., adjoining Morgan House.

*Routes No. 10 and 11 of this section to Danbury, Conn., and Pittsfield, Mass., turn east from Poughkeepsie.

NELSON HOUSE

POUGHKEEPSIE, N. Y.

HORATIO N. BAIN, Prop.

Headquarters for
Automobile Tourists

Just half way between Lenox
and New York and Albany and
New York.

On Direct Routes





Map of principal automobile routes into, through and out of Poughkeepsie.

ALTERNATE COLD SPRING TO WAPPINGERS FALLS AND POUGHKEEPSIE
VIA FISHKILL LANDING, INCLUDING CONNECTION TO
AND FROM NEWBURGH

MILEAGES
Total Intermediate

51.3 10.8 COLD SPRING. (*Diverging point for two optional routes
to Wappingers Falls and Poughkeepsie.*)

See two paragraphs under line similar to above, in connection with the corresponding route through Fishkill Village, page 98.

Take left fork with telegraph wires (51.3 M—leaving route via Fishkill Village to right)—caution for sharp left turn over bridge (51.6 M). At end of road immediately beyond bear left, winding to watering trough (52.2 M); here turn 90° left down Main St. to Fair St., Cold Spring Village (52.4 M); W. L. Post & Son, Repairs and Supplies. Turn 90° right on Fair St. coming along Hudson River—fine views!

Follow River Road to fork (54.3 M), bearing left across RR. (dangerous grade, 54.4 M), and again across RR. at Storm King station (dangerous grade, 54.5 M). Continue direct, upgrade through glen (55.4 M); at fork (57.5 M), keep left—disregarding hotel sign point right.

At next fork (58 M) again keep left, downhill under RR. trestle and over bridges (58.2 M), running under another RR. trestle (58.3 M). At end of road immediately beyond turn left, bearing right in front of grocery store (58.4 M).

Continue to fork by cemeteries (58.6 M); here bear left through irregular 5-corners at iron watering trough in road (58.8 M). Direct—signs "South Ave."—coming to trolleys at Main St. (connection between riverfront—downhill to left—and Fishkill Village—uphill to right),

59.7 8.4 FISHKILL LANDING. (*Village 1-2 mile from waterfront.*)

CONNECTION TO NEWBURGH: Turn 90° left down Main St., following trolley 1-2 mile to ferry. Cross Hudson River by ferry in operation throughout the year, averaging during the summer season above 45 ROUND TRIPS between 5 A.M. and midnight, with naturally decreased service during other seasons—charge to Newburgh 30c to 40c for car and chauffeur—extra passengers 7c. Landing on the west side run straight out from ferry, under RR.; then take 1st left 2 blocks, turning right uphill into Broadway. See title page Newburgh section, Vol. 1, for city map and list of diverging routes.

For Wappingers Falls and Poughkeepsie, run straight ahead across Main St. trolleys into North Ave., shortly becoming fine State macadam; at fork (63.1 M) bear left, straight ahead to hamlet of Hughsonville (65.9 M). Direct through on main road, bearing left at flagpole and park (67.2 M) into village of

67.3 7.6 WAPPINGERS FALLS. (*Special auto-catchers frequent on last part of the remaining 7.7 miles into Poughkeepsie.*)

Continue downgrade across stone bridge (Wappingers Creek—67.4 M); at end of road immediately beyond turn 90° right (picking up trolley), direct to fork (69.5 M). Here keep left with car-tracks, which follow all way into South Ave., past Soldiers' Fountain (on left—74.7 M) and through Market St. to end of same at Main St., center of

75 7.7 POUGHKEEPSIE,* Main & Market Sts.

Morgan House, Main & Catherine Sts.; Nelson House, Market & Main Sts. John Van Benschoten, Garage, Catherine & Main Sts., adjoining Morgan House; Sague & Son,⁵ Garage, 184 Church St., near Nelson House.

*Routes No. 10 and 11 of this section—to Danbury, Conn., and Pittsfield, Mass.—turn east from Poughkeepsie.

2ND PART, POUGHKEEPSIE TO ALBANY AND TROY, N. Y.

The greater part of the Poughkeepsie-Albany route skirts the ridges along the middle-upper east side of the Hudson Valley, with infrequent views of the river. It is a "River Road" only in name; the lower roads are an incomplete system and seldom used, even in part, on through trips.

(*For Kingston and west side Hudson points via the Rhinecliff-Rondout ferry, use this route to Rhinebeck and see note in text at that point.*)

MILEAGES
Total Intermediate

0 0 **POUGHKEEPSIE,** Main & Market Sts.

Start west (toward river) on Main St., turning 1st right (1-10 M. with trolleys) into Washington St., straight ahead (car-tracks turn right—4-10 M) under Poughkeepsie Bridge approach. Continue over small bridge (1.2 M), bearing left at fork (1.9 M—right leads into private estate), direct on good macadam to next town,

6.1 6.1 HYDE PARK.

Straight ahead to and through Staatsburg (10.2 M), curving left (11.7 M); at 3-corners (12.4 M), keep right on main road and left on main road at 3-corners (15.2 M) to fork (15.4 M). Bear left on new (cut-off) macadam, (old dirt road forks right), direct to central 4-corners,

16.2 10.1 RHINEBECK, Rhinebeck Hotel.

CONNECTION TO WEST SIDE HUDSON RIVER POINTS: Turn left at center of town, direct (downgrade most of way), about 2 1-2 miles to Rhinecliff. Cross river by ferry to Rondout, referring to title page Kingston section, Vol. 1, for city map and list of diverging routes.

Direct through across RR. (17.1 M); at fork (17.3 M—left leads down to river), keep right—caution for sharp right curve on narrow road (17.5 M), followed by left curve. Cross RR. (18.9 M), keeping left on main road at 3-corners just beyond (19 M), straight ahead past old church (on left—19.5 M).

Bear left over culvert (20.1 M), crossing RR. (21.3 M), direct through 4-corners with flagpole, Red Hook (21.8 M). Cross iron bridge (23.2 M), curving right (24.4 M) to important fork in front of road house,

24.6 8.4 UPPER RED HOOK.

Take left, curving right at 3-corners (26.1 M), direct through hamlets of Nevis (27.3 M) and Clermont (29.2 M); at fork (29.5 M), bear left over narrow wood bridge (30.7 M) to Blue Store (31.1 M). Turn 90° left around hotel, bearing right (32.6 M) across small weak bridge (33.5 M).



Map showing the different routes into and out of Hudson, N. Y.; also how to skirt the edge of the city on quick trips, into the State Road.

Continue through 4-corners (34.4 M), passing road to Greendale and Catskill ferry (on left—37.5 M). Cross RR. (40.1 M), same road becoming Worth Ave. to end of same at head of Warren St.,

41.2 16.6 HUDSON,* eastern edge of city 1-2 mile from business center.

*Route No. 12 of this Section—to Pittsfield, Mass., turns east from Hudson.

If stopping in Hudson or crossing ferry to west side of river, turn diagonally left down Warren St. past Public Sq. (on right—41.4 M) to business center (41.8 M); **Worth House, 215 Warren St.; Lisk & Petry, 405 Diamond St., Garage.** Resuming to northbound trip from downtown, see city map, page 102; briefly—go out 4th St. to end of same; turn right and immediately left, winding but direct to intersection of the main through road, picking up the schedule at 44.3 M in the following text.

On quick through trips, keep right (41.2 M), across trolley (41.5 M); at end of road immediately beyond bear right on second trolley and turn immediately left (41.6 M), straight ahead over RR. (in tunnel, 42 M and at grade 42.1 M), passing Fair Grounds on left just beyond. (Road from downtown Hudson comes in by reverse fork, 44.3 M); continue straight ahead through Stottsville (44.6 M), keeping right at fork (sign—45.7 M) to 4-corners (46.3 M).

Here turn 90° right in front of church, curving left downgrade; at fork (46.5 M), keep right over iron bridge (46.6 M—Kinderhook Creek) and across trolley tracks immediately beyond. Direct over smaller iron bridge (46.7 M), keeping left across RR. and trolley at Stockport station (on left—46.8 M).

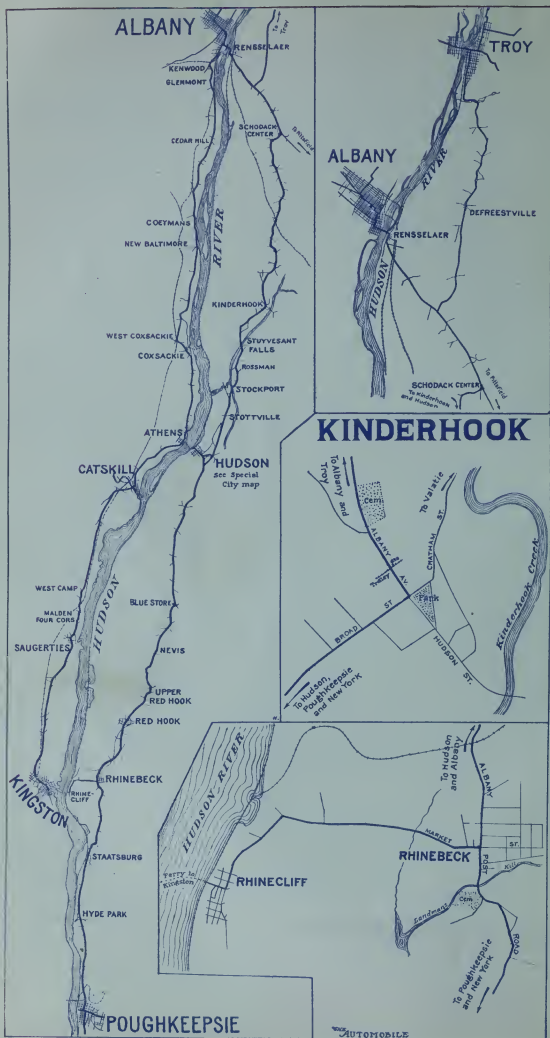
Continue through Rossman's (dangerous trolley crossing—47.2 M), passing bridge on left (47.8 M); bear right uphill just beyond, following main road to Stuyvesant Falls (49.9 M). Descend grade leaving town, curving right (50 M) across iron bridge (50.1 M), straight ahead over trolley tracks (50.3 M) and through 4-corners (50.4 M) to fork (51.1 M). Turn right, again across trolley (51.5 M) keeping left (51.7 M) on main road to principal 4-corners at square,

53.7 12.5 KINDERHOOK, Kinderhook hotel, south side of Sq.

Turn 90° left over trolley tracks at Kinderhook station (53.9 M), bearing right past cemetery (54.3 M); at fork (55.2 M—sign "Albany"), keep right, curving left at

HARRIS
(REGISTERED)
OILS

Are not only the most desirable cylinder lubricant but may be obtained the country over.



3-corners (56.2 M). Continue through 4-corners (58.7 M), curving right through narrow passageway under RR. (59.7 M), direct on main road for next 5 miles.

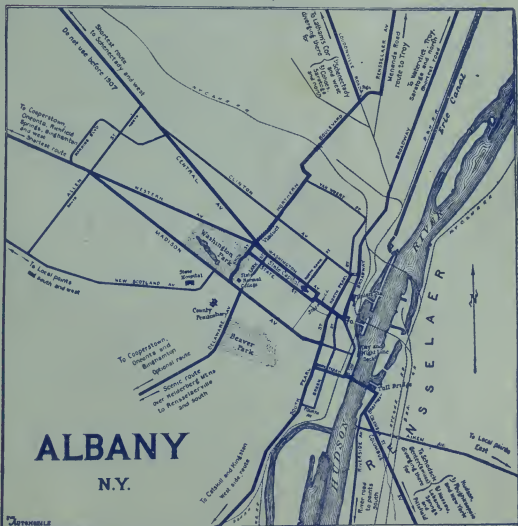
Cross small bridge (64.7 M), curving left immediately beyond; at tree with signs in 3-corners (65 M), keep right—caution for sharp right curve (65.7 M), crossing another iron bridge (65.9 M). At fork (66.2 M) keep left, again bearing left (67.2 M—road from Nassau, Lebanon Springs and Pittsfield comes in from the right), into hamlet of

67.3 13.6 SCHODACK CENTER, old hotel on left.

For short route to Troy, all the way on the east side, without going through Albany, see separate heading at end of this route.

Follow good macadam through 4-corners, East Greenbush (68.9 M)—caution for bad trolley crossing (71.7 M); fine view of Albany and State Capitol from top of next grade (72.2 M). Cross RR. bridges (72.5 M & 72.7 M), direct on rough macadam past trolley station (on left—73 M) into Columbia St., Rensselaer.

Straight ahead with single car-track to brick pavement (73.2 M, a short block from river-front); here (Albany Auto Club sign on left), turn right on Broadway. Meeting



A useful map for tours from this route carried into Albany, especially if continued to points north or west. (Diverging routes in N. Y. State volume No. 1.)

trolleys just beyond (73.3 M), turn 90° left with same onto highway bridge (73.4 M) across the Hudson (15c toll—pay on west side) into Albany.

At end of bridge exit (73.6 M) jog left and immediately right into S. Ferry St., straight ahead on stone-block pavement to end of same at S. Pearl St. (73.9 M). Turn 90° right on S. Pearl St., with trolleys, direct to intersection of State St. (about midway between State Capitol and lower business center),

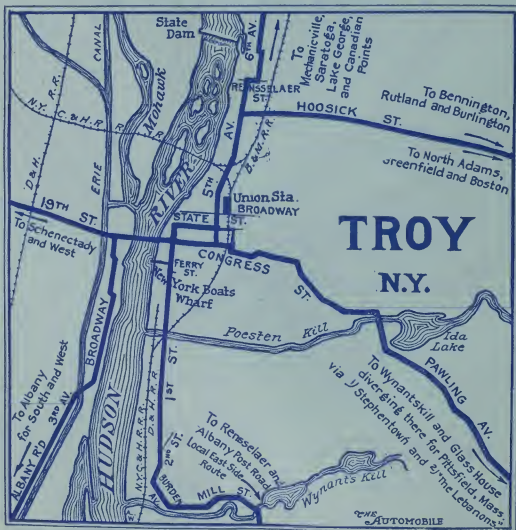
74.3 7 ALBANY,* State and Pearl Sts., convenient to hotels and garages.

*Route No. 13 of this section—two runs to Pittsfield, Mass.—turns east from Albany.

The Ten Eyck, State St.; The New Kenmore, N. Pearl St.; Albany Garage Co., 28 Howard St.; Taylor Auto Co., 35 Orange St., Garage.

TO TROY DIRECT—WITHOUT GOING THROUGH ALBANY

On trips *direct to Troy*, or to points north *through Troy*, some time and distance may be saved by turning right from the Post Road at right fork 1 1-3 miles above East Greenbush. This avoids the toll bridge at Rensselaer and the bad pavements of downtown Albany.



The most northerly city in New York State used as a gateway into New England in this preliminary section. (Diverging routes in N. Y. State volume No. 1.)

Using this line, go through Schodack Center (67.3 M) and East Greenbush (68.9 M) exactly as if going to Albany. At fork about 70.2 M (where special Troy sign will undoubtedly be erected for 1908), *turn right*.

Continue on macadam direct to Defreestville and straight ahead through 4-corners on the Bloomingdale Road into Vandenburg Ave., South Troy. Cross small bridge and turn left, meeting trolleys, which follow through Mill St. and Burden Ave. into 1st St., asphalt and granite blocks to business center of
TROY*

Approximately 79.5 miles
from Poughkeepsie.

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

*Routes No. 14, 15 and 16 of this section—to Pittsfield and Greenfield, Mass., and Bennington, Vt.—turn east to Troy.

Preface Section, Route No. 9

PEEKSKILL TO DANBURY, CONN.—35 MILES

Direct route via Lake Mohegan, LAKE MAHOPAC, Carmel and Brewster, N. Y., and Mill Plain, Conn. Mostly good roads, except for a few stretches of lowland—apt to be muddy in wet weather. Route map, page 108.

This is first of all an important thorofare from the east Hudson River Valley at Peekskill to the lake-and-reservoir district of Putnam Co., N. Y. In connection with the routes centering at Danbury, it provides a complete line from the Peekskill district into western Connecticut; and—as the map on page 108 shows—it connects at Sodom Reservoir with the New York-Pittsfield "inland route," for Pawling, Milbrook and Amenia, N. Y., Sharon and Lakeville, Conn., or the Berkshires.

FOR DETAIL OF THIS EXIT SEE PEEKSKILL MAP, PAGE 90

(Distance estimated to Lake Mahopac—odometer measurements, Lake Mahopac to Danbury.)

MILEAGES
Total Intermediate

0 0

PEEKSKILL, Main & Division Sts., business center.

Start nearly east with car-tracks on Main St.—macadam, upgrade most of way—to end of trolley at Lake Mohegan (4 M). Thence direct on main thorofare—"Lake Mahopac" signs at most forks—into Shrub Oak hamlet (4.5 M).

Immediately after passing cemetery on left and stone church on right, turn sharp right (caution) to house in fork short distance beyond; keep left past race track (on right), running alongside small lake on right into Jefferson Valley (7.5 M). At fork leaving town again keep left, coming to fork top of slight grade (stone castle over to left), here keep right.

Continue on main road through irregular 4-corners (12.7 M), crossing Mahopac Mines branch Harlem RR. (12.9 M) to the shore of Lake Mahopac (13.7 M). Bear right (passing reverse fork on left, leading to Dean House), winding close along lake (caution for numerous sharp curves), to RR. station, central landmark for

15 15 LAKE MAHOPAC. Thompson's Hotel, on right, short distance beyond RR.

Straight ahead across RR. tracks, following State Macadam to irregular corners at edge of West Branch Reservoir (17.3 M); here turn right, with sharp left turn 4-10 mile beyond (17.7 M). Cross built-up road by gate-house, direct over bridge (19.2 M); short distance beyond turn left*, with sharp right* (19.4 M) and immediately sharp left* over RR. bridge (19.5 M).

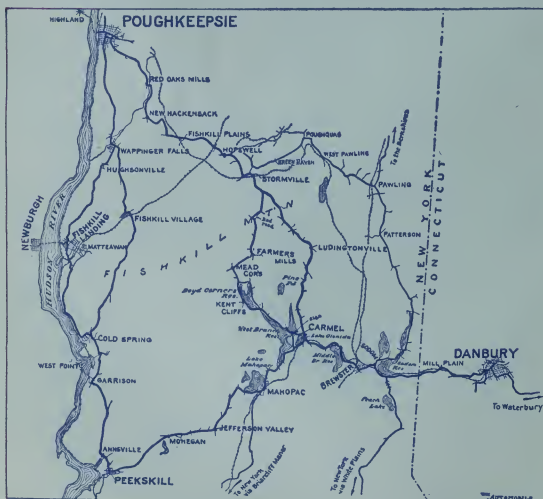
*These 3 turns are close together; all easily seen and followed; signs at most cross-roads.

Direct over RR. (19.7 M—bad grade), running along the south shore of Lake Glenida passing depot (on right—20.2 M) into Carmel. Continue past village stores to irregular forks (just beyond—easily passed at speed),

20.5 5.5 CARMEL. (Route to Poughkeepsie straight ahead.)

Turn sharp right, direct under RR. bridge (20.8 M); at fork foot of grade (20.9 M—sign "Brewster"), take left to 4-corners 1 mile beyond (21.9 M). Here turn 90° left, over RR. bridge (22 M) to end of road (22.5 M); now turn 90° right over bridge at head of reservoir, following main road past Tilly Foster (abandoned) mines.

Cross RR. (dangerous grade—22.8 M), keeping right short distance along Middle Branch Reservoir; then through cross-roads (24 M) and over RR. bridge (24.7 M). At end



Map showing the complete routes between Peekskill and Poughkeepsie, N. Y., and Danbury, Conn. (Nos. 9 and 10 in this section), and their principal connections.

of road just beyond (24.8 M), turn right, curving left into the main street at RR. station,

25 4.5 BREWSTER, N. Y.

Straight ahead through town across small bridge (25.7 M), turning sharp left at watering trough immediately beyond; pass condensed milk factory (on left), running under RR. (25.9 M). Swing right along tracks to 3-corners (26.2 M); here (sign on left, "Sodom," for Pawling and Pittsfield), keep right—straight ahead—past stock farm.

Curve right over RR. bridge (26.5 M), taking left fork immediately beyond, following main road along East Branch Reservoir. Pass large hotel-garage sign (27.3 M), straight ahead to fork (27.8 M); here keep left across small bridge (29.7 M).

At fork just beyond keep left along RR., crossing tracks (31 M—small station on left) to 3-corners (31.1 M). Here turn right through village of Mill Plain (31.2 M), again turning right over RR. (32.1 M) to 3-corners at cemeteries (32.4 M).

Take left, again over RR. (32.5 M), descending long grade; at foot of hill bear right under RR. arch (34.4 M) to fork (34.5 M). Keep right to small triangular park (34.7 M); here curve left into West St., following trolley to Monument in road at Main St.,

35 10 DANBURY, Main & West Sts., business center.

For hotel, garage, and various diverging routes, see title page Waterbury-Danbury section, page 167; Danbury city map, page 191.

Preface Section, Route No.

POUGHKEEPSIE TO DANBURY, CONN.—48.3 MILES

Via New Hackensack, Fishkill Plains and Hopewell Church to Stormville Mountain, and by Boyd Corners Reservoir to Carmel. Thence through Brewster, N. Y., and Mill Plain, Conn., connecting at Danbury with routes diverging throughout the State.

This is an important thorofare between the middle Hudson River and western Connecticut; roads fair-to-good except for a mile climb (east and southbound) over the "Mountain" after leaving Stormville. However, the Blue Book car made this ascent without difficulty in December, 1906, and we do not consider it a bar to the trip.

MILEAGES
Total Intermediate

(Special auto catchers on exits from Poughkeepsie.)

0 0 POUGHKEEPSIE, Main & Market Sts., business center.

From hotel, garage or connecting route take the most convenient of the available ways shown on Poughkeepsie city map, page 100 into Hooker Ave. (forks of 5 roads, 7-10-mile from the business center, Main & Market Sts.). Thence out Hooker Ave., following trolleys until tracks turn left at Driving Park (on right—1.9 M).

Straight ahead on good road—some winding grades through woods—to corner with special sign (5.1 M); here turn 90 left downhill to and immediately right across red

iron bridge over Wappinger Creek at Red Oaks Mill (5.2 M). Continue on main road along Wappinger Creek, direct to prominent forks at

7-4 7-4 NEW HACKENSACK, flagpole & signposts.

Take left—sign, "Fishkill Plains"—straight ahead 1.3 miles to "T" in road (8.7 M); now turn 90° right across small bridge (8.8 M). Thence on main road over iron bridge (10.1 M) and across RR. tracks at Fishkill Plains station (on right—10.2 M) into village of Fishkill Plains (11 M).

Continue direct through town, passing school-house in left fork (11.6 M) to old Quaker Meeting House (12 M); here turn 90° right, shortly curving left across wood bridge (12.6 M). Then straight ahead over RR. tracks (13 M) through 4-corners immediately beyond to important 3-corners at

13-7 6-3 HOPEWELL CHURCH, Church over to right.

Turn 90° left—away from church—direct on the Hopewell Turnpike to fork (14.2 M); here take right to 3-corners (14.7 M—just beyond large brick house on left). Again take right, direct to end of road (16.7 M); here turn 90° left to RR. station,

17-3 3-6 STORMVILLE.

Direct through across RR. (grade—depot on left), the "Mountain" in view—rough and forbidding—directly ahead. Begin to ascend short, steep grades (18.7 M), continuing same (waterbreaks will usually hold in case of stop) a full mile to summit (19.7 M), which pass to end of road short distance beyond (20 M).

Turn 90° right to fork just beyond (20.2 M); here (to avoid short bad stretch over the direct line—see map page 08), pass left fork, going to end of road (20.8 M). Now turn left, nearly direct south past two roads on right (21.8 M & 22.7 M) to end of road or 3-corners (23.2 M); again turn right (leaving Farmers Mills 2-10 mile to left before the turn).

Follow telephone line to Mead Corners (25.9 M); here, using care not to drive through, turn 90° left (south), immediately across bridge. Thence on direct road to the north end of Boyd Corners Reservoir (26 M); from this point take road on either* right or left side of reservoir (joining at lower end of same) to hamlet of Coles Mills (29.2 M).

*West side via Kent Cliffs usually the better way.

Continue on main road along bank of West Branch Reservoir, across long dam over center of reservoir to fork



ALL THE DEALERS SAY:
THE WARNER AUTO-METER

for
ACCURACY, DURABILITY and RELIABILITY.
See pages 20, 761 Warner Instrument Co., Beloit, Wis.



on lower side of same. Here take left (road to Lake Mahopac takes right), gradually bearing right around the upper side of Lake Glenida to fork of several roads with signs,

33.8 10.5 CARMEL (*Straight ahead—past depot—leads to Lake Mahopac and N. Y.*)

Turn left, direct under RR. bridge (34.1 M); at fork foot of grade (34.2 M—sign "Brewster"), take left to 4-corners 1 mile beyond (35.2 M). Here turn 90° left, over RR. bridge (35.3 M) to end of road (35.8 M); now turn 90° right over bridge at head of reservoir, following main road past Tilly Foster (abandoned) mines.

Cross RR. (dangerous grade—36.1 M), keeping right short distance along Middle Branch Reservoir; then through cross-roads (37.3 M) and over RR. bridge (38 M). At end of road just beyond (38.1 M), turn right, curving left into the main street at RR. station,

38.3 4.5 BREWSTER, N. Y.

Straight ahead through town across small bridge (39 M), turning sharp left at watering trough immediately beyond; pass condensed milk factory (on left), running under RR. (39.2 M). Swing right along tracks to 3-corners (39.5 M); here (sign on left, "Sodom," for Pawling and Pittsfield), keep right—straight ahead—past stock farm.

Curve right over RR. bridge (39.8 M), taking left fork immediately beyond, following main road along East Branch Reservoir. Pass large hotel-garage sign (40.6 M), straight ahead to fork (41.1 M); here keep left across small bridge (43 M).

At fork just beyond keep left along RR., crossing tracks (44.3 M—small station on left) to 3-corners (44.4 M). Here turn right through village of Mill Plain (44.5 M), again turning right over RR. (45.4 M) to 3-corners at cemeteries (45.7 M).

Take left, again over RR. (45.8 M), descending long grade; at foot of hill bear right under RR. arch (47.7 M) to fork (47.8 M). Keep right to small triangular park (48 M); here curve left into West St., following trolley to monument in road at Main St.,

48.3 10 DANBURY, Main & West Sts., business center.

For hotel, garage and various diverging routes, see title page Waterbury-Danbury section, page 167; Danbury city map, page 191.

HARRIS
(REGISTERED)
OILS

S. H. Steam Cylinder, the grade used and recommended by the Stanley Motor Car Co. to all its patrons.

POUGHKEEPSIE TO PITTSFIELD, MASS.—78.8 MILES

Main thorofare from the middle Hudson River into the Berkshire Hills via Pleasant Valley, Millbrook and Amenia, N. Y., Sharon and Lakeville, Conn., Great Barrington, Stockbridge and Lenox, Mass.

FOR THIS AND OPTIONAL EXITS SEE POUGHKEEPSIE CITY MAP, PAGE 100

Principally good dirt road, with gradually extending State macadam; one steep downgrade at Amenia, N. Y., and one steep upgrade between Great Barrington and Stockbridge, Mass.)

MILEAGES
Total Intermediate
0 0

POUGHKEEPSIE, Main & Market Sts., business center.

Start nearly east on Main St. with trolleys; where tracks turn right (1.6 M), continue straight ahead short distance to blacksmith shop in fork on eastern edge of city (1.8 M). Take left, straight ahead on main road, crossing RR., entering (6.7 M) and again leaving (7 M) village of Pleasant Valley; 4-10 mile beyond (7.4 M) run through covered bridge.

Avoid all right and left forks to prominent 3-corners at Washington Hollow (11.8 M); here take right, passing road on left (12.8 M) to cross-road at S. Millbrook (15 M). Turn 90° left around Halcyon Hall (school), crossing RR. (15.8 M); immediately beyond turn 90° right between bank and general store into and through

15.9 15.9 **MILLBROOK**, Millbrook Inn.

THE NEW WONONSCO

LAKEVILLE, CONN.

Situated at the Gateway to the

BERKSHIRE HILLS

Golf Course, Tennis, Billiards,
Dancing, Sailing, Rowing, Canoeing,
Fishing and Bathing.

A good stopping place for Auto-
mobilists: Garage convenient.

E. L. PEABODY,
Proprietor.



"By all descriptions this should be the place."—Timon of Athens.

The James Stuart Co., Garage. Lakeville, Conn.

STORAGE, REPAIRS AND SUPPLIES

COMPETENT MAN IN CHARGE

'Phone Call-91-2

THE JAMES STUART CO.

Leaving town curve left to end of road in front of private estate ("Dietrich Place"); here turn 90° right direct on main road through hamlets of Mabbettville (17.4 M) and Lithgow (20.5 M). Two miles further road turns right; keep good control down dangerous hill (356 feet fall in one mile) into village of

26.2 10.3 AMENIA, N. Y.

Direct through, crossing Harlem RR. tracks (27.3 M), passing branch road on left (28 M); 4-10 mile beyond (28.4 M—sign, "Sharon 3 miles") turn left. Continue across interstate line without turn to 4-corners at Sharon Inn (31.2 M); here turn 90° left into the main street of Sharon, Conn. (31.3 M).

Continue through to end of street (31.5 M), turning diagonally right past fork on left and through cross-roads. After running through second 4-corners bear left on main road, which follow nearly due north for about 4 miles to Hotchkiss School in fork; here keep right, downgrade under RR. into

39.8 13.6 LAKEVILLE, CONN. New Wonosco Hotel. James Stuart Co., Garage.

Turn right through main street of village; at foot of short grade pass sign "Salisbury 1 1-2 miles" direct into Salisbury (41.5 M); **C. F. Wanger, Garage.** Continue through to fork, end of street, where take left (sign "Egremont 12 miles"), past Soldiers' Monument into the "Under Mountain Road."

Direct and unmistakable for 4.5 miles to fork near small white house (46 M); here keep left—nearly straight ahead—crossing interstate line to next fork (49.2 M). Again keep left (sign "South Egremont 6 miles"), direct to fork of 3 roads (52.2 M); here take right into South Egremont (55 M).

Continue through town, taking first left road beyond P. O. (sign "Great Barrington 4 miles"); but at fork just beyond (55.3 M—second sign, "Great Barrington 4 miles"), keep right. Caution for sharp left (57.4 M) at entrance to private estate to next fork (58 M); here (speed-warning sign), take left.

Cross RR. (58.3 M), same road becoming Maple Ave., which follow to end of same at Main St., lower edge of Great Barrington (58.8 M). Picking up trolleys keep left with same, passing in front of **Berkshire Inn** to business center of

59.3 19.5 GREAT BARRINGTON, MASS. John N. Easland, Main St., Garage; Charles S. Taylor, Garage, Railroad St.

Continue with car-tracks up Main St. to iron watering trough (59.7 M); here turn 90° right across bridge over Housatonic River to fork short distance beyond (60.2 M). Take left with car-tracks on State Highway, straight ahead

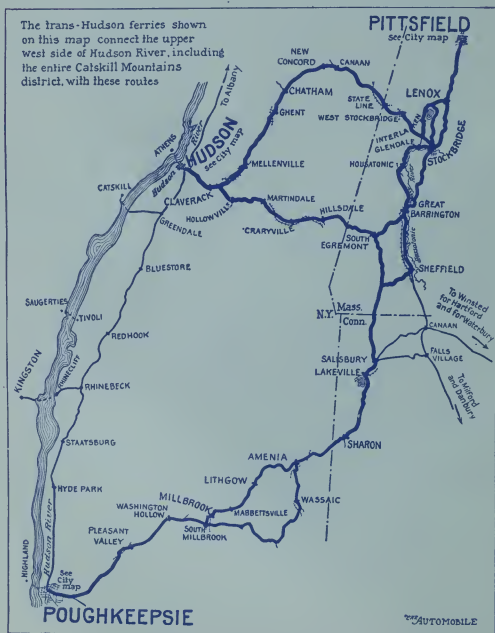
about 2 miles to foot of Monument Mountain. Cross trolley (62.2 M), bearing right up short, winding grades, crossing RR. (65.9 M) and trolley again (66.1 M) to monument, center of

- 66.3 7 **STOCKBRIDGE.** Red Lion Inn; Heaton Hall. Morrissey's Garage; Wookey's Garage.

Turn 90° right between monument and Red Lion Inn to fork (66.6 M); where take left on the middle one of 3 roads. Thence on new State macadam past magnificent homes, gardens and fields to Episcopal Church (on right 72.1 M); here keep left to obelisk in road,

- 72.3 6 **LENOX.** The Aspinwall; Curtis Hotel. Morse Garage, Church St.

Turn right between monument and hotel, direct up and down several grades; excellent State macadam all way—fine views! Meeting trolley line, follow same into South



Map showing the complete routes between Poughkeepsie and Hudson, N. Y., and the Berkshire Hills, and principal connections throughout.

St. to small park (on right), center for all routes into, through and out of

78.8 6.5 PITTSFIELD. North, South, East & West Sts.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

TWO ALTERNATE ROUTES—STOCKBRIDGE TO LENOX

(1) At Red Lion Inn (where route already given turns right for the shortest route to Lenox), continue north, taking first road to left, past **Heaton Hall** (residence of former Ambassador Choate), and other fine cottages. Continue on main road along east side of Lake Mahkeenac, or Stockbridge Bowl; at prominent fork just above turn right into Lenox, 7 miles from Stockbridge.

(2) At Red Lion Inn turn left on Main St. $\frac{1}{2}$ mile to cemetery corner, where turn right; 1-2-mile beyond turn left and $\frac{3}{4}$ mile farther right, through Interlaken (on west side of Stockbridge Bowl) to Lenox, $7\frac{1}{2}$ miles from Stockbridge.

Preface Section, Route No. 12

HUDSON, N. Y., TO PITTSFIELD, MASS.—TWO ROUTES

Connecting the upper Hudson River with the Berkshire Hills, either by (1) Claverack, Hillsdale and South Egremont, or by (2) Old Chatham, Canaan, State Line and Stockbridge. Route map page 114.

Hudson is a frequently useful gateway into the Berkshire Hills. Catskill Mountains-New England tours, crossing the Hudson by either the Athens-Hudson or Catskill-Greendale ferries, may likewise find these connections advantageous. Again, round trips between the Hudson River and western Massachusetts points may frequently be facilitated by considering Hudson, as well as Poughkeepsie and Albany, in arranging schedules.

1. Hudson to Great Barrington, Mass.—28 miles

From upper or lower city go out Warren St., crossing B. & A. RR.; at farther end of Public Square turn left. At head of Square turn 90° right into the Columbia Turnpike direct on through road to

CLAVERACK

4 miles from Hudson

One mile beyond cross-roads, Claverack, take *right* fork through Hollowville hamlet to Martindale (10 miles), following Harlem RR. (three crossings) through Craryville hamlet to Hillsdale (18 miles). Leaving town, continue direct east, through tollgate, ascend gradually to top of easy pass (1,000 feet elevation).

Descend to South Egremont, Mass. (24 miles), and bear left; at fork with signpost just beyond, "Great Barrington 4-miles," turn right. Two miles beyond turn sharp left, winding across RR. into Maple Ave.; at intersection of Main St. turn left into business center of

GREAT BARRINGTON

28 miles from Hudson

Berkshire Inn. Chas. S. Taylor, Garage; John N. Easland, Garage.

For continuation of this run to Stockbridge, Lenox and Pittsfield, Mass., see preceding route, pages 113-115.

2. To Lenox via Old Chatham and Stockbridge

As before from Hudson to Claverack (4 miles). At cross-roads 1 mile beyond (where right fork leads toward Great Barrington), turn *left* to Mellenville (9½ miles). Turn left, cross RR. tracks through Ghent (15 miles) to

CHATHAM

17 miles from Hudson

Continue down Main St., crossing B. & A. RR. tracks on right, then sharp left at foot of steep hill; ascend to New Concord (21 miles). Descend hill beyond cross-roads, passing several hamlets; at sign post 3½ miles farther turn right to State Line (28½ miles).

Cross RR. tracks, keeping direct to West Stockbridge (31 miles). On through village, taking left fork at end of street, up mountain road; beyond the summit the left fork leads to Interlaken, the right to Stockbridge (34 miles); thence from Stockbridge to Lenox and Pittsfield by either of the three routes described in Route No. 11.

PITTSFIELD

46 miles from Hudson

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

ALBANY TO PITTSFIELD, MASS.—52.5 MILES

"Long Route" via Schodack Center, Valatie, Chatham, Canaan, State Line, West Stockbridge and Lenox, connecting at either West Stockbridge or Lenox with Berkshire Hills points south and southeast of Pittsfield.

Owing to changes and improvements on the shorter and ordinarily quicker line via Nassau, the Lebanons and Shaker Village (in process but incomplete, fall-winter 1907), this materially longer way is likely to be the most-used between Albany and Pittsfield, at least during the early part of 1908. Hence its first place here with the suggestion that one making a quick through trip between these points may with advantage take the route next given, in the event of positive information of an open line throughout that way.

Aside from the temporary conditions already referred to, this route is principally important from the fact that it provides a line from the upper Hudson Valley to Lenox, Stockbridge, Great Barrington, Lee, etc., without going into Pittsfield at all. It may also be of interest and value in planning round trips between Albany-Troy and the Berkshires—of which the map page 119 is especially suggestive.

FOR THIS AND OPTIONAL EXITS SEE ALBANY CITY MAP, PAGE 105

(Using the Albany-Poughkeepsie line for the first 17.8 miles, turning inland at that point for Valatie and Chatham.)

MILEAGES
Total Intermediate

0 0 ALBANY, State & Pearl Sts., about midway between State Capitol and lower business center.

Run down S. Pearl St. to S. Ferry St. (4-10 M), turning 90° left with single car-tracks, stone block pavement; at end of S. Ferry St. (7-10 M), jog left and immediately right onto highway bridge (9-10 M). Cross Hudson River (15c toll), turning 90° right at end of bridge exit (1 M) into Broadway, Rensselaer.

Two blocks beyond (1.1 M) turn left into Columbia St. (Albany Auto Club sign on right), direct out on rough

macadam over RR. bridges (1.6 M & 1.8 M). Thence on good macadam upgrade (fine view of Albany and State Capitol looking back—2.1 M); caution for bad trolley crossing (2.6 M). Continue through 4-corners, East Greenbush (5.4 M) into hamlet of

7 **SCHODACK CENTER**, old hotel on right.

At fork just below (7.1 M—end of macadam, 1907), turn right (leaving the alternate, shorter road to Nassau, Lebanon Springs and Pittsfield straight ahead). One mile beyond (8.1 M) bear right, turning left over iron bridge (8.4 M)—sharp curve just below (8.6 M) to tree with signs in 3-corners (9.3 M).

Keep left on main road, curving right over small bridge (9.6 M); at fork 1 mile below (10.6 M) take right, but avoid two right forks (12.7 M & 12.9 M). Continue through narrow passageway under RR. (14.6 M) and through 4-corners (15.6 M) to fork on left (taking care not to pass); here

17.8 10.8 **TAKE LEFT** (leaving post-road straight ahead).

Brief general description and approximate distances only from this point to Lenox.

Continue on main road to next town, Valatie (19.8 M); here turn left around trolley station, over bridge and through the main street. Watch carefully for covered bridge on right; cross bridge and follow telegraph poles on main road all way to

24 6.2 **CHATHAM.**

Take right fork past hotel to B. & A. RR.; after crossing tracks turn sharp left at foot of steep hill and ascend to 4-corners at hamlet of New Concord (28 M). Keep to right through cross-roads, descending hill to and through Canaan and Canaan Center, crossing RR. (grade) to State Line (35.5 M).

At monument marking interstate line turn right across and immediately keep left, straight ahead to West Stockbridge (38 M). At iron watering trough bear right, taking left at fork 2 miles out; ascend mountain and keep left fork at summit (right fork leads to Stockbridge).

Descend to Interlaken (42 M); here turn left and continue due north, passing on west side of Lake Mahkeenac or Stockbridge Bowl. Short distance above lake bear right direct to obelisk in road,

46 22 **LENOX.** Curtis Hotel; The Aspinwall. Morse Garage, Church St.

HOW FAR FROM NEW YORK TO PARIS via
Alaska and Siberia?

THE WARNER AUTO-METER

on the THOMAS, the only speedmeter-odometer in the race, is accurately recording this distance.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.

Turn left between monument and hotel, direct up and down several grades; excellent State macadam all way—fine views! Meeting trolley line, follow same into South St. to small park (on right), center for all routes into, through and out of

52.5 6.5 PITTSFIELD. North, South, East & West Sts.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

Face Section, Route No. 13A

ALBANY TO PITTSFIELD, MASS.—40 MILES

"Short route" via Lebanon Springs, N. Y., across Tatic Mountains and through Shaker Village to the Berkshire Hills. State macadam gradually extending on the New York end, but improvements incomplete fall-winter 1907.

FOR THIS AND OPTIONAL EXITS SEE ALBANY CITY MAP, PAGE 105.

(For road conditions, etc., see introductory paragraphs to Route No. 13, page 116.)

MILEAGES
Total Intermediate

0 0 ALBANY, State & Pearl Sts., about midway between State Capitol and lower business center.

Run down S. Pearl St. to S. Ferry St. (4-10 M), turning (90° left with single car-tracks, stone block pavement; at end of S. Ferry St. (7-10 M), jog left and immediately right onto highway bridge (9-10 M). Cross Hudson River (15¢ toll), turning 90° right at end of bridge exit (1 M) into Broadway, Rensselaer.

Two blocks beyond (1.1 M) turn left into Columbia St. (Albany Auto Club sign on right), direct out on rough macadam over RR. bridges (1.6 M & 1.8 M). Thence on good macadam upgrade (fine view of Albany and State Capitol looking back—2.1 M); caution for bad trolley crossing (2.6 M). Continue through 4-corners, East Greenbush (5.4 M) into hamlet of

7 7 SCHODACK CENTER, old hotel on right.

Brief general directions and approximate distances balance of way to Pittsfield.

At fork just below (7.1 M—end of macadam, 1907), continue nearly straight ahead (leaving Post Road to right). Thence direct on the Albany & Boston Turnpike to and across third-rail trolley (grade) into the village of Nassau (13 M).

Straight ahead from this point is what was formerly a narrow and poor, but short road to Brainard station—possibly improved by summer 1908; we advise an inquiry before leaving village of Nassau.

At pump, village center, take right, direct 4 miles to fork (17 M), where take left over Kinderhook Creek at Malden Bridge. Turn left along east side of creek through 4-corners at Riders Mills, intersecting the Nassau-Brainard short road (20 M).

Turn right, straight ahead across Rutland RR. at Brainard station (21 M); thence direct along valley and RR.

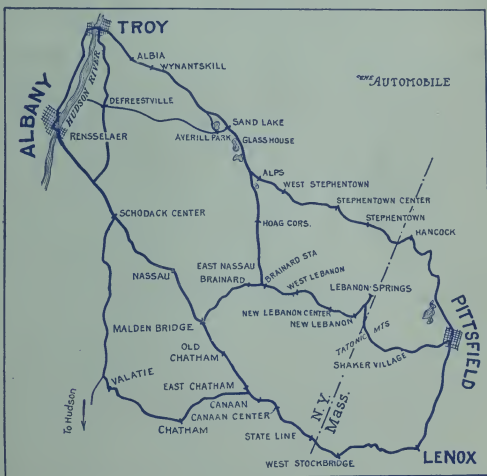
through West Lebanon, New Lebanon Center and New Lebanon (all small places, close together). Curve left with RR. to prominent reverse fork with signs (on right), near.

30 23 LEBANON SPRINGS. (*This fork is 1-2 mile before Lebanon Springs; for this old-time resort run straight ahead and return to same point, as the short way from Lebanon Springs to Pittsfield over Lebanon Mt. is narrow, rough and dangerous.*)

Turn sharp right into State Highway leading up and over Taticonic Mts. across interstate line and through Shaker Village, avoiding all right and left forks from main road. Picking up trolley, follow same under RR. (39.1 M) into W. Housatonic St. to intersection of South St. (39.8 M); turn 90° left up South St. to small park (on right), center for all routes into, through and out of

40 10 PITTSFIELD. North, South, East & West Sts.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.



This small but comprehensive map shows the principal routes from both Albany and Troy to Pittsfield, Mass., in their proper geographical relation.

HARRIS
(REGISTERED)
OILS

Should be obtainable at all dealers and garages. If not order direct. See inside back cover for prices.

TROY, N. Y., TO PITTSFIELD, MASS.

1. *Scenic Route via Stephentown and Hancock, N. Y.—35 miles*

From State St. (parallel with Broadway, asphalt), Troy, turn right down Seventh St. one block to Congress St. (if coming direct from Water-vliet or beyond, keep Congress St. all way from bridge). On Congress St. in either case, keep with car tracks to bridge over Poesten Kill into Pawling Ave. Thence on Pawling Ave., with trolleys, to Albia (3 miles) and

WYNANTS KILL

4 miles from Troy

Continue on to cross-roads, where turn left (avoiding right turn to West Sand Lake), around Averill Park, 1 mile to Sand Lake P. O. Turn right and $\frac{3}{4}$ mile beyond pass Glass House (village and hotel); thence along eastern edge of Crooked Lake, bearing left to

ALPS

13 1-2 miles from Troy

Up steep grades on "Troy-Pittsfield Road" through West Stephentown to Stephentown Center. Turn left, then right across Rutland RR. to

STEPHENTOWN

22 miles from Troy

Ignoring all cross roads, keep the through highway across State boundary directly East to Hancock (25 miles). Take right fork at corner store, ascending winding road for two miles, to summit of Potter Mountain (2,000 altitude, fine view). Descend by good grade, turning right, then left, to Causeway across Lake Onota.

Beyond Causeway turn right (Peck's Road), meeting trolley, which follow through Wahconah St. into North St., to park at junction of East, West, North and South Sts., center of

PITTSFIELD, MASS.

35 miles from Troy

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

2. *Via East Nassau and The "Lebanons"—40 miles*

Leave Troy as already given to Albia, Sand Lake and Glass House. Keep on past Eastern end of Crooked Lake, $\frac{1}{2}$ mile beyond ($1\frac{1}{2}$ miles before Alps, on other route), turn right—State road, direct to

HOAG'S CORNERS

16 miles from Troy

Straight on, over poorer roads to East Nassau, turning left across Rutland RR. at Brainard station (21 M); thence direct along valley and RR. through West Lebanon, New Lebanon Center and New Lebanon (all small places, close together). Curve left with RR. to prominent reverse fork with signs (on right), near

30 23 **LEBANON SPRINGS.** (*This fork is 1-2 mile before Lebanon Springs; for this old-time resort run straight ahead and return to same point, as the short way from Lebanon Springs to Pittsfield over Lebanon Mt. is narrow, rough and dangerous.*)

Turn sharp right into State Highway leading up and over Taticonic Mts. across interstate line and through Shaker Village, avoiding all right and left forks from main road. Picking up trolley, follow same under RR. (39.1 M) into W. Housatonic St. to intersection of South St. (39.8 M); turn 90° left up South St. to small park (on right), center for all routes into, through and out of

40 10 **PITTSFIELD.** North, South, East & West Sts.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

Preface Section, Route No. 15

TROY TO GREENFIELD, MASS.—78 MILES

Scenic route along the Hoosick Valley, over Hoosick Mountain through Williamstown, North Adams and Charlemont. Various grades.

Leave Broadway, Troy, by left turn into 5th Ave. (asphalt), which keep for 6 blocks to Hoosick St. Turn right into Hoosick St. and direct out (ignoring turn of trolleys into 15th St.); macadam road, good except in wet weather. A gradual upgrade to

CENTER BRUNSWICK

5 miles from Troy

At red brick church (on right) beyond Center Brunswick, bear left for Haynersville (8 miles). Go straight through this place to Raymerstown (10½ miles); pass hotel on left, direct to Pittstown Corners and Boyntonville (16½ miles). At foot of Potter Hill beyond Boyntonville, cross bridge and go straight ahead over RR. to

HOOSICK, N. Y.

22 miles from Troy

Turn right (south) to Petersburg Junction (25 miles), then left, following B. & M. RR. and the valley of the Hoosick River through North Pownal and Pownal (Vt.), 33 miles. Approaching Williamstown, keep right under B. & M. RR. to intersection of the main street, hotel on corner,

WILLIAMSTOWN, MASS.

38 miles from Troy

The Greylock.

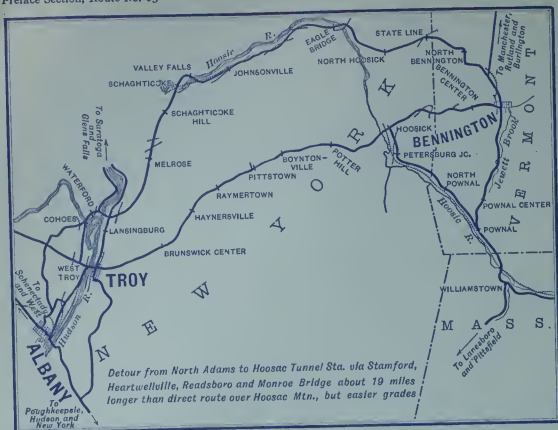
Turn left on the main street, passing Williams College buildings, continuing on State Road below the Hoosick River to Braytonville, 3¾ miles from Williamstown. Here, after crossing river twice (downward bend of same), bear left to intersection of trolley, which follow direct into West Main St. to center of city,

NORTH ADAMS, MASS.

43 miles from Troy

The New Richmond; Wilson Hotel; Davenport's Fireproof Garage, 106½ Main St.

Proceed along Main St. to left turn *up* Eagle St.; two blocks ahead turn right on Union St. to the "Eclipse Dam." At junction of the 5-roads, just beyond, is a parting of the ways for the two routes available east from North Adams. Grades over both routes are better westbound—from Hoosac Tunnel Sta. to North Adams—than in the opposite direction.



This map covers not only the route from Troy to

1. Over Hoosac Mountain

A hard climb, but one made hundreds of times each summer.

Turn right from "Eclipse Dam" through the "Five Roads," and straight ahead to fork at schoolhouse. Turn sharp left at this fork and continue on crooked but unmistakable road over Hoosac Mountain (just north of Hoosac Tunnel). After passing Florida hamlet, descend heavy grades to

HOOSAC TUNNEL (STA.)

52 miles from Troy

2. Around Hoosac Mountain

Tourists who prefer to avoid this steep grade, by a detour adding 19 miles' distance, may do so by a route which passes *around the Mountain*, through a corner of Vermont. This, naturally, is a better route than the one first given over the Mountain; roads fair, but sandy in dry weather.

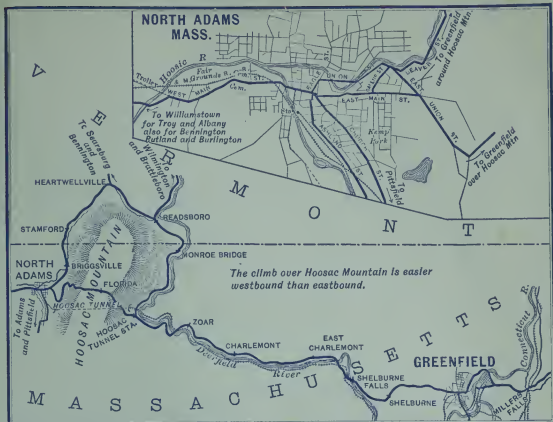
Leaving North Adams, proceed as before along Main St. to left turn up Eagle St. After about two blocks, turn right on Union St. to the "Eclipse Dam;" do not turn right here, as in previous route, but follow trolleys to Briggsville.

Then straight to Stamford, Vt. (6 miles upgrade), and Heartwellville (another 6 miles upgrade). Keep main road along the river, and 5 miles downgrade to Readsboro, Vt.; here turn right across bridge, following the Deerfield River through Monroe Bridge, mostly downgrade to

HOOSAC TUNNEL (STA.)

71 miles from Troy

Distances East of Hoosac Tunnel station reckoned on basis of 52 miles from Troy by direct route over the mountain.



Mass., but also the two routes from Troy to Bennington, Vt.

Continue on the main route along the Deerfield River, which cross at Zoar Bridge to Zoar (57 miles) and Charlemont (61 miles). Direct with river and RR. past church at East Charlemont (66 miles); 2 miles east of town, keep right with RR., turning sharp left across bridge into

SHELBURNE FALLS

69 miles from Troy

From here to Greenfield is a cut-off of 5 miles as compared with the RR., which follows a downbend of the Deerfield River between these points.

Direct east on main road, gradually leaving river (over to right), making left bend into Shelburne (73 miles). Pass church (on left), straight ahead on the Shelburne Road, descending Shelburne Mountain ($\frac{3}{4}$ mile downgrade); keep good control. Bear left over iron bridge across Green River into Shelburne St. upgrade into Main St. to business center of

GREENFIELD, MASS.

78 miles from Troy

For hotels, garages, city map and various diverging routes, see title page, Greenfield section, page 461.

Preface Section, Route No. 16

TROY TO BENNINGTON, VT.—TWO ROUTES

1. Shortest Line via Hoosick and Bennington Center—29 miles

Follow Preface Section Route No. 15, immediately preceding, which see for full running details, from Troy through Center Brunswick (5 miles), Haynersville (8 miles), Raymertown (10 $\frac{1}{2}$ miles) and Boyn-tonville (16 $\frac{1}{2}$ miles) to

HOOSICK, N. Y.

22 miles from Troy

Do not turn right, but go through in a northeasterly direction, crossing B. & M. RR. en route to Bennington Center, 27 miles (The Walloomsac); this is the location of the famous battle monument. Descend hill, entering by West Main St. to intersection of North and South Sts., business center of

BENNINGTON, VT.

29 miles from Troy

Newton's Garage, Main & Silver Sts.

2. Via Eagle Bridge and North Bennington—44 miles

Leave Broadway by right turn into 5th Ave. (asphalt), which keep ahead 9 blocks to Rensselaer St. Turn right down slight grade one block on Rensselaer St., then sharp left into 6th Ave. Continue straight ahead (same thoroughfare becomes 5th Ave. through upper part of Troy), to 26th St. Turn right on 26th St. into macadam road through Speigeltown and Melrose to

SCHAGHTICOKE

11 1-2 miles from Troy

At next place, Valley Falls on Hoosick River, *do not pass through*, but bend right around hotel at top of grade which leads down to bridge in center of the town; then ahead on river road to Johnsonville. Follow line of B. & M. RR. over gradually improving road through Buskirk to

EAGLE BRIDGE, N. Y.

21 1-2 miles from Troy

Go straight through Eagle Bridge (village), downhill over bridge across Hoosick River, and turn right through another (covered) bridge. Keep right (at cross-roads) to hamlet of North Hoosick, where Bennington trolleys are met. Continue left along Walloomsac River, coming into North Bennington (39½ miles), a few yards from the Rutland RR. depot.

Go through, following along west bank of river ½ mile, then turn left across bridge along bank of stream. Bear gradually right to upper edge of Bennington, turning right into North St., direct to intersection of East Main St. and West Main St., center of

BENNINGTON, VT.

44 miles from Troy

The Walloomsac (Bennington Center). Newton's Garage, Main & Silver Sts.

Introductory Note to Route Immediately Following.

CONNECTION FROM TROY TO THE POST ROAD DIRECT—NOT THROUGH ALBANY

On quick trips from Troy or from points north *through* Troy, some time and distance may be saved by keeping on the east side all the way. This also avoids the bad pavements of downtown Albany and the toll bridges at West Troy and Rensselaer. See maps pages 104.

From Broadway and 1st St. run down 1st St. (asphalt), continuing through fork at 1st and 2nd Sts. (meeting trolleys), into Burden Ave. Straight ahead, bearing

slightly left; do not continue Burden Ave. across creek but turn sharp left at first bridge into Mill St., uphill. Follow trolleys to end of line; swing to right across creek, then turn sharp right into Vanderburg Ave.

Straight ahead on same thoroughfare into the Bloomingdale Road to Defreestville (5 1-2 miles from Troy). Continue through, passing church, intersecting the Post Road 4 miles below Defreestville. Bear left, picking up the itinerary from Schodack Center given in the route from Albany, immediately following

SCHODACK CENTER

approximately
12 miles from Troy

Preface Section, Route No. 17

ALBANY TO POUGHKEEPSIE, N. Y. (74.3 MILES), CONTINUED TO NEW YORK CITY (149.5 MILES).

Carrying down the Hudson River automobile tours brought to Troy, Albany, Hudson, Poughkeepsie or Peekskill from points in western New England covered in this volume. Connection from Troy given in paragraphs at head of this route; map in the corresponding upbound route page 104.

Although entirely in New York State, this route is so much used by road travel from western Massachusetts and western Connecticut to points on the middle and lower Hudson (and especially to New York City) that it belongs almost equally to New York and New England. Hence its use here in FORM somewhat altered for brevity; furthermore, it is divided at Poughkeepsie into two nearly equal parts, for the special convenience of tourists picking up this line from Poughkeepsie or below.

The greater part of the Albany-Poughkeepsie route skirts the ridges along the upper middle east side of the Hudson Valley, with infrequent views of the river. It is a "River Road" only in name; the lower roads are an incomplete system and seldom used, even in part, on through trips.

FOR THIS AND OPTIONAL EXITS SEE ALBANY CITY MAP, PAGE 105

(For Kingston and west side Hudson points via the Rhinecliff-Rondout ferry, use this route to Rhinebeck and see note in text at that point.)

MILEAGES
Total Intermediate

o o ALBANY, State & Pearl Sts., about midway between State Capitol and lower business center.

Run down S. Pearl St. to S. Ferry St. (4-10 M), turning 90° left with single car-tracks, stone block pavement; at end of S. Ferry St. (7-10 M), jog left and immediately right onto highway bridge (9-10 M). Cross Hudson River (15c toll), turning 90° right at end of bridge exit (1 M) into Broadway, Rensselaer.

The
Incomparable

WHITE

The
Car for Service

FASTEST TIME IN WILKES-BARRE HILL-CLIMB

In the great hill-climbing carnival at Wilkes-Barre, May 30th, 1907, a stripped 30 horse-power White Steamer made the climb in 1:49 4-5, establishing the record for the hill. This time was ten seconds faster than the best time made by any of the 45 high-powered gasoline cars which took part in the contest.

Two blocks beyond (1.1 M) turn left into Columbia St. (Albany Auto Club sign on right), direct out on rough macadam over RR. bridges (1.6 M & 1.8 M). Thence on good macadam upgrade (fine view of Albany and State Capitol looking back—2.1 M); caution for bad trolley crossing (2.6 M). Continue through 4-corners, East Greenbush (5.4 M) into hamlet of

7 7 **SCHODACK CENTER**, old hotel on right.

At fork just below (7.1 M—end of macadam, 1907), turn right (leaving road to Nassau, Lebanon Springs and Pittsfield straight ahead). One mile beyond (8.1 M) bear right, turning left over iron bridge (8.4 M)—sharp curve just below (8.6 M) to tree with signs in 3-corners (9.3 M).

Keep left on main road, curving right over small bridge (9.6 M); at fork 1 mile below (10.6 M) take right, but avoid two right forks (12.7 M & 12.9 M). Continue through narrow passageway under RR. (14.6 M) and through 4-corners (15.6 M); at fork (17.8 M) keep right, taking next left fork (18.3 M). Pass cemetery (20 M), crossing trolley at Kinderhook station (20.4 M) to principal 4-corners at square.

20.6 13.6 **KINDERHOOK**, Kinderhook Hotel, south side of Sq.

Turn 90° right to fork (22.1 M), taking left (sign "Hudson"); at next fork (22.6 M), keep right across trolley (22.8 M). At fork just below (23 M), bear left on main road, turning left (23.2 M) through 4-corners (23.9 M) and across trolley (24 M).

Keep left across iron bridge (24.2 M), curving left at fork (24.3 M), upgrade into Stuyvesant Falls (24.4 M). Avoiding left forks from main road (24.6 M & 25.3 M), curve right (25.9 M), winding left downhill, straight ahead past bridge (on right—26.5 M).

Continue through hamlet of Rossmans with dangerous trolley crossing (27.1 M), direct over trolley tracks again and RR. track at Stockport station (27.5 M). At fork immediately beyond keep right over small iron bridge (27.6 M), crossing trolley and large iron bridge (27.7 M—Kinderhook Creek), followed by right curve upgrade to 4-corners with church on right (28 M).

Turn 90° left, direct through 4-corners, Stottville (29.7 M); at fork* by road house (on right—30M*), keep left on main road past Fair Grounds, crossing RR. (grade, 32.2 M and in tunnel, 32.3 M). Straight ahead past round iron watering trough (on right—32.6 M) to end of road

**The Warner
Auto-
Meter**

Has demonstrated that it STANDS
THE TEST OF ALL-YEAR-
AROUND USAGE.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



just beyond (32.7 M); here turn right with trolley and next left (crossing second trolley), to fork of roads at head of Warren St.,

33.1 12.5 HUDSON, eastern edge of city, 1-2 mile from business center.

Tours from Western Massachusetts points to Hudson intersect this route here.

*If stopping in Hudson or crossing ferry to west side of river, take right fork at roadhouse (30 M); coming to stone gates at upper edge of city, turn right on winding road, leading into 4th St. to Warren St., lower business center, see city map page 107. **Worth House**, 215 Warren St., **Lisk & Petry**, 405 Diamond St., **Garage**. Southbound from hotel, garage or ferry, run east on Warren St. to junction of roads at head of same, picking up the following schedule at that point.

Bear left (on through trips) or turn diagonally right (coming out of Hudson), on Worth Ave., crossing RR. (34.2 M); at fork (35.8 M) keep right, through cross-roads (36.8 M—right turn leads to Greendale and Catskill ferry). Continue through 4-corners (39.9 M), crossing small weak bridge (40.8 M) to end of road at Blue Store (43.2 M).

Turn 90° right over narrow wood bridge (43.6 M) through hamlets of Clermont (45.1 M) and Nevis (47 M). At 3-corners (48.2 M) curve left, but bear right at fork (48.4 M), keeping to right of road house at

49.7 16.6 UPPER RED HOOK.

Curve left at forks (49.9 M & 50.4 M), keeping right (51 M) on main road over iron bridge (51.1 M) through 4-corners with flagpole, Red Hook (52.5 M). Cross RR. (53 M); at 3-corners just beyond culvert (54.2 M), keep right, curving right past old church (54.8 M), direct across RR. (55.4 M). Caution for sharp right-and-left curves on narrow road (56.8 M), crossing RR. again (57.2 M) to central 4-corners,

58.1 8.4 RHINEBECK, Rhinebeck Hotel.

CONNECTION TO WEST SIDE HUDSON RIVER POINTS: Turn right at center of town, direct (downgrade most of way), about 2 1-2 miles to Rhinecliff. Cross river by ferry to Rondout, referring to title page, Kingston section, Volume 1, for city map and list of diverging routes.

Direct through to fork lower edge of town (58.5 M); here—just below cemetery—bear left, but at next fork (58.7 M) curve right on new cut-off macadam (leaving old dirt road on left). Continue on macadam, avoiding left forks (60.7 M & 61.7 M); at 3-corners (61.9 M) curve left, keeping right at fork (62.6 M). At next fork (63.1 M) keep left on main road through 4-corners, Staatsburg (64.3 M) to

68.2 10.1 HYDE PARK. (*Fine wide road all way into Poughkeepsie; look out for special auto catchers on the lower end.*)

Straight ahead through town; at fork (73.2 M), keep left over small bridge, running under Poughkeepsie Bridge

NELSON HOUSE



POUGHKEEPSIE, N. Y.

HORATIO N. BAIN, Prop.

Headquarters for
Automobile Tourists

Just half way between Lenox
and New York and Albany and
New York.

On Direct Routes

approach (73.9 M). Picking up trolleys (from left just beyond) follow them on Washington St. to end of same at Main St. (74.2 M); turn 90° left to Market St., center of

74.3 6.1 **POUGHKEEPSIE,*** Main & Market Sts.,

Nelson House, Market & Main Sts.; Morgan House, Main & Catherine Sts. Sague & Son, Garage, 184 Church St., near Nelson House; John Van Benschoten, Garage, Catherine & Main Sts., adjoining Morgan House.

*Tours from western Massachusetts and western Connecticut points to Poughkeepsie intersect this route here. Route map Poughkeepsie to Yonkers, page 96.

2ND PART, POUGHKEEPSIE TO NEW YORK CITY—74.2 MILES

MILEAGES
Total Intermediate

(Special auto catchers on exits from Poughkeepsie.)

0 0 **POUGHKEEPSIE,** Main & Market Sts., business center.

Start nearly south on Market St., at fork (Soldiers' Fountain on right—3.10 M), bear left with trolleys into South Ave. Thence direct on main road to fork (4.9 M); here keep left with car-tracks (leaving road to New Hamburg on right). At end of trolley line (7.6 M) turn left across stone bridge over Wappinger Creek, upgrade into village of

7.7 7.7 **WAPPINGERS FALLS.** (Diverging point for two optional routes to Cold Spring.)

From this point there are two routes to Cold Spring, as the map page 104 shows: (1) via the inland road, running through Fishkill Village and skirting the eastern edge of Cold Spring; and via the river road through Fishkill Landing and Cold Spring. Principally on account of two atrocious RR. crossings near Storm King station on the river road, we consider the inland road safer at night or in bad weather; hence its first place here.

But for a daylight or good weather trip the other is the more picturesque way—only a trifle longer and fine new macadam from Wappingers Falls to Fishkill Landing. For complete schedule on the river road (by which also direct connection is had to Newburgh via Fishkill Landing), see separate paragraph, page 129.

1. "Inland Route" to Cold Springs via Fishkill Village: Direct through Wappingers Falls village (7.7 M) to fork at park and flagpole top of grade (7.8 M); here take left (leaving "river road" to right). Keep right on main road at fork (8.3 M), direct through 4-corners (8.8 M & 9.5 M); at fork (10.6 M) keep left—leaving road with telegraph poles nearly straight ahead—to end of road at intersection of Main St.,

12.9 5.2 **FISHKILL VILLAGE.** (*Right turn at this point leads down to Fishkill Landing.*)

Turn 90° left to fork leaving town (13.4 M); here—blacksmith shop on right—take right over bad RR. crossing (13.5 M) and iron bridge (13.6 M). Continue on stretch of narrow, winding road around Fishkill Mountain (fine views!), crossing small bridges (17 M & 17.2 M).

At fork (17.9 M) keep right on main road, and also right on main road at 3-corners (19.4 M—wood church on right), direct to iron watering trough on the outskirts of Cold Spring (22.5 M). Here take left, keeping left just beyond over stone culvert (22.6 M) to prominent reverse fork on the lower eastern edge of

22.9 10 **COLD SPRING.** (*Road from Poughkeepsie via Wappingers Falls, Fishkill Landing and Cold Spring comes in from the right.*)

This through route is continued—without change of mileage—to Peekskill, Ossining, Tarrytown, Yonkers and New York on page 130—immediately after the optional route now given to this same point via the "River Road."

2. Alternate, Wappingers Falls to this point via Fishkill Landing and Cold Spring: Direct through Wappingers Falls village (7.7 M) to fork and flagpole top of grade (7.8 M); here take right (leaving "inland road" to left). Follow main highway (becoming fine macadam, now complete to Fishkill Landing); at fork hamlet of Hughsonville (9.1 M) keep left—nearly straight ahead—to next fork (10.9 M). Here bear right on macadam, becoming North Ave. to trolleys at Main St.,

15.3 7.6 **FISHKILL LANDING.** (*This point is 1-2 mile from river-front. See map, page 96.*)

CONNECTION TO NEWBURGH: Turn 90° right down Main St., following trolleys 1-2 mile to ferry. Cross Hudson River by ferry in operation throughout the year, averaging during the summer season upwards of 45 ROUND TRIPS between 5 A.M. and midnight, with naturally decreased service during other seasons—charge to Newburgh 30c to 40c for car and chauffeur—extra passengers 7c. Landing on the west side run straight out from ferry, under RR.; then take 1st left 2 blocks, turning right uphill into Broadway. See title page Newburgh Section, Vol. 1, for city map and list of diverging routes.

Continuing to Cold Spring: Run straight ahead across Main St. trolleys into South Ave., keeping left at fork (15.6 M) through irregular 5-corners at iron watering trough in road (16.2 M). At fork by cemetery (on left—16.4

M), bear right to branch road at grocery store (16.6 M); here turn left and immediately right, downhill under RR. trestle (16.7 M).

Direct over bridge (16.8 M) and under another RR. trestle. following main road through glen (19.6 M) — caution for dangerous RR. crossing at Storm King station (20.5 M), with a 2nd dangerous grade just beyond (20.6 M). Continue along river into Fair St. to end of same at Main St., Cold Spring village (22.6 M); W. L. Post & Son, repairs and supplies.

Turn 90° left up Main St. to 4-corners at watering trough and church (22.8 M); here turn 90° right, winding but direct road to small bridge (23.4 M). Turn sharp right over bridge to prominent reverse fork on the lower eastern edge of

23.7 8.4 COLD SPRING. (*Road from Poughkeepsie via Wappingers Falls and Fishkill Village comes in from the left.*)

From this point it is one route again to Peekskill, Ossining, Tarrytown and New York, the following text resuming the mileage of the "inland route" via Fishkill Village (22.9 M at the prominent reverse fork on the lower edge of Cold Spring.) If coming via the river road and Cold Spring Village (the last given) set back the odometer from 23.7M to 22.9 M; or carry along a difference of 8-10 mile.

Direct on through road (irrespective of which route has been used to this point); at fork (23.1 M) keep right—caution for sharp left curve (24.2 M—at beginning of iron fence enclosing large private estate). Bear right along iron fence (24.3 M), following same around sharp right "horseshoe" curve (24.4 M), upgrade to sharp left curve in front of iron gates to private estate (24.9 M).

Again curve right (25 M) across small iron bridge (25.8 M), keeping to right past stone church (on right—26.1 M) to important 4-corners (26.7 M). Here (sign "Peekskill"), turn 90° left, passing fork into private estate (on right—27 M); at fork short distance beyond (27.6 M) keep right through picturesque glen.

Continue on main road to large tree in fork (29.6 M); here take left (avoiding very steep climb straight ahead), winding but direct around the east side of Nelson Hill. Coming into the direct line again through reverse fork (30.8 M), descend steep grades along ravine, straight ahead through 4-corners (32.2 M) at hamlet of Annsville.

Immediately cross iron bridge—caution for sharp right turn just beyond (32.3 M), with sharp left curve (32.4 M); at fork (32.6 M), keep right over 2nd iron bridge. Now ascend steep grade with bad waterbars, keeping right at

HARRIS
REGISTERED
OILS

Light — Medium — Heavy.
One of these grades is adapted
to your motor. Investigate.
Sold everywhere.

fork near top of hill (32.8 M), direct into N. Division St. (33.3 M), Peekskill. Straight ahead across Main St. (33.6 M) to important fork at lower business center.

33.7 10.8 PEEKSKILL. Hotel Raleigh. Lawson's Garage, adjoining the Raleigh.

Tours from western Connecticut points to Peekskill² intersect this route here.

The important stretch of 11.2 miles between Peekskill and Ossining will probably be macadamized during 1908, making it necessary meanwhile to detour eastward. For this emergency a special way around the stretch temporarily closed OUGHT to be provided and suitably posted; if not, local inquiries are advised, as it is impossible to forecast (winter 1907-1908) what the situation will be.

Keep right with trolleys into South St. to head of Washington St. (33.9 M—car-tracks spread 3 ways); here turn 90° left with trolleys into Washington St. At "T" in road 1.3 miles below (35.2 M) turn right with car-tracks to end of road (35.6 M); now turn 90° left, following trolleys under RR. (35.8 M) to 4-corners at hotel (36.1 M).

Again turn 90° left with car-tracks, but where trolleys leave (to right—36.8 M), run straight ahead on main road through Montrose (brick school on left—36.9 M). At fork (37.4 M), keep left over RR. bridge (37.9 M), bearing right at 3-corners (38.5 M) and again right over concrete bridge (39 M). At fork immediately beyond keep left on main road—several sharp, rocky curves; at next fork (40.6 M) curve right downhill into Croton-on-Hudson (41.2 M).

Straight ahead through town along N. Y. C. RR. and river on right, gradually bearing left across branch RR. (41.7 M). Curve right (41.8 M) past new village of Harmon (42 M), crossing short iron bridge (42.6 M) and long iron bridge (42.8 M).

Continue through woods—numerous sharp curves—to end of road at schoolhouse (43.3 M); here turn 90° right, keep left at fork (44.4 M). Also keep left at fork (44.7 M), crossing stone bridge (44.8 M); then up bad winding grade at Soldiers' Monument (in reverse fork on left),

44.9 11.2 OSSINING. Weskora Hotel, at Monument; Ossining Garage, Croton Ave.

At Savings Bank in fork immediately ahead keep left (right leads down to river and Sing Sing prison); avoiding left fork (45.9 M), pass "greenhouses" (on right—46.3 M), thence up long easy grade. Continue straight ahead through 4-corners at Scarboro Church (46.9 M) and under stone arch (narrow passageway 48 M), passing Sleepy Hollow Cemetery (on left—50 M). Descend grade, crossing stone bridge (50.2 M); at fork just beyond (50.3 M), keep left, upgrade on Broadway to and across trolleys at intersection of Main St. (upper part of).

51.1 6.2 TARRYTOWN. (*Connection by ferry to Nyack on west side of the Hudson.*)

Florence Hotel, Broadway, south of Main St. Koenig Bros. Garage, Broadway, north of Main St.

Straight ahead on fine wide macadam through Irvington (53.9 M) direct to light colored stone church (on right) at upper edge of Dobbs Ferry (55.5 M); here bend right to stone watering trough in road just beyond (55.6 M). Leaving road on right leading into the town, keep left upgrade, meeting the road out of Dobb's Ferry through reverse fork (56.2 M—tablet on left marking Washington's Headquarters, 1781).

At fork (57 M, sign on left, "New York via North Broadway"), keep right; picking up single track trolley, cross viaduct at Hastings-on-Hudson (57.3 M), thence with car-tracks all way into Warburton Ave., Yonkers. Continue direct, passing Manor Hall and Soldiers' Monument (on right—61.3 M) to intersection of Main St.,

61.4 10.3 YONKERS, Warburton Ave., Main St. & Riverdale Ave.

Park Hill Inn; Francfort's Restaurant—both on Broadway, below Getty Sq. Yonkers Auto Station, 71 S. Broadway.

Straight ahead across Main St. into Riverdale Ave.—stone pavement one block, then asphalt and macadam—single-track trolley for 1 1-2 mile (ending at 62.9 M). Thence direct through Mt. St. Vincent (63.3 M) and Riverdale; at fork (64.4 M), keep left, downgrade on Riverdale Ave. to head of 230th St. (just before old channel, Spuyten Duyvil Creek—65.3 M).

Turn 90° left on 230th St., straight ahead at fork just beyond (65.4 M) to end of street (65.6 M); here turn 90° right under elevated "Subway," crossing drawbridge over Ship Canal (65.9 M—no toll) into Broadway, Manhattan. Direct with double car-tracks (leaving subway structure to left—66.1 M) to intersection of St. Nicholas Ave. (68.7 M—base-ball grounds on right, just ahead).

At this point strangers are apt to run off the route, due to unexpected angle of streets and course of car tracks.

Bear right with Broadway—no trolley—(St. Nicholas Ave. and car-tracks, using Broadway above this point continue straight ahead), coming along elevated "Subway" again (70.4 M). Continue downgrade across Manhattan St. (70.7 M—caution for trolleys and vehicles from right and left); picking up car-tracks again, follow them upgrade (70.8 M) direct—Broadway all way—to

74.2 12.8 COLUMBUS CIRCLE, 59th St. & Central Park West.

Strangers will find the "Automobile District," with numerous garages, principally from Central Park South to 34th St., between 5th and 8th Aves. Also extended up Broadway between 59th and 73d Sts.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way what's ever, except by written permission from the publishers.

NEW YORK—LONG ISLAND NORTH SHORE—NEW ENGLAND ROUTES.

Via Long Island City, Jamaica and the Jericho Turnpike to HUNTINGTON (connecting for S. Norwalk, Conn.); thence along the North Shore to PT. JEFFERSON (connecting for Bridgeport, Conn.), and to GREENPORT (connecting for New London, Conn.). Map on next page.

This and the following route (New York to Greenport via the South Shore) are included here primarily for the convenience of tourists who may find it advantageous to reach the main routes of lower New England from Long Island, using one of the boat lines across the Sound. To one starting from points on Long Island east of Huntington or Babylon, the saving in time and mileage to New England points by this means may be considerable, as compared with the same trip through New York City; furthermore, traffic congestion in and about Manhattan Island is entirely avoided.

Long Island roads compare most favorably with the roads of the "Shore Line" between New York and New Haven or New London, and there are fewer large places to go through. The most likely drawback to a through trip planned this way is the infrequency of the boat service and the cost of transporting automobiles—matters so subject to change that the general information covering these points given in the text of the routes ought to be supplemented, whenever possible by current inquiry. It should be known well in advance that UP TO THIS TIME (FALL-WINTER 1907) LIMOUSINES AND CARS WITH LARGE STATIONARY TOPS CANNOT BE CARRIED ON THE BOAT IN THE GREENPORT-NEW LONDON SERVICE.

FOR LARGER SCALE MAPS AND OPTIONAL ROUTES THROUGHOUT LONG ISLAND, SEE NEW YORK STATE VOLUME, NO. 1.

(Roads average good throughout; some stretches oiled;

a few easy hills.)

MILEAGES
Total Intermediate

0 0 COLUMBUS CIRCLE, 59th St. & Central Park West.
Run down Broadway to 36th St. (1.2 M), turning left past Herald Bldg., on right, straight ahead to 1st Ave.—soda machinery bldg. on S. E. corner. Turn right (2.1 M) on 1st Ave. to 34th St. (2.2 M), then left under "L" to

2.3 2.3 LONG ISLAND RR. FERRY. [15c (small), 20c (large), car and driver; 3c each passenger.]

Straight out from ferry on Borden Ave. (stone pavement), past L. I. RR. depot and yards (on right). At overhead viaduct (2.7 M) bear left—under viaduct—and immediately right with trolleys into Jackson Ave., straight ahead to

3.3 1 COURT HOUSE SITE. (*Burned building on right.*)

Bear right into Thompson Ave.—macadam, no trolleys; dangerous 6-track grade crossing (3.5 M). Straight ahead on macadam, 4-track grade crossing (5.5 M); at fork (6 M—shell road to Flushing, branching left), keep straight ahead, grade crossing again (6.3 M). At fork (6.8 M), cross "Broadway" double trolleys into Hoffman Boulevard, keeping left on macadam (7.1 M).

Continue direct through several cross-roads; at garage on left-hand corner (10.9 M), turn left into Hillside Ave. Straight ahead on wide macadam, "blind" single-track



OUTLINE MAP OF THE NORTH SHORE AND SOUTH SHORE ROADS OF LONG ISLAND, SHOWING THE MOST-USED BOAT LINES ACROSS LONG ISLAND SOUND TO SOUTH NORWALK, BRIDGEPORT AND NEW LONDON, CONN., CONNECTING AT THESE POINTS WITH THE PRINCIPAL ROUTES THROUGHOUT LOWER NEW ENGLAND.

trolley crossing midway to Peace Monument, Bergen St. & Hillside Ave.,

11.9 8.6 JAMAICA. (*South Shore route turns right at this point.*)

Straight ahead on Hillside Ave. 2 1-2 miles to crossing of Queens Road (iron signpost—14.4 M); turn 90° right to end of road at Queens (15.2 M). Turn left into Jericho Turnpike, direct under RR. (17.3 M), running past Krug's Corner (**Krug's Hotel** on left—21.2 M), just above Mineola.

Direct over RR. just beyond, crossing the Westbury road (at right angles—23.4 M—connection to and from Westbury). Direct and unmistakable on fine wide macadam to "T" in road.

27.3 15.4 JERICO.

Bear left and next right (27.4 M) across RR. (grade—29.2 M), fine new macadam direct to 4-corners with white church on left, Woodbury (31.5 M). Turn left, keeping to right under RR. (32.7 M); at cross-roads (33.3 M) turn left direct to the Oyster Bay-Huntington road (34.9 M).

Keep to right, straight ahead through Cold Spring Harbor village (35.8 M) to branch road just beyond (36.3 M). Turn right, downgrade through long stretch of woods; at fork (37.2 M), bear left into Main St., center of

37.6 10.3 HUNTINGTON. **Huntington Hotel**, Main St. in village; **North Shore Garage**, N. Y. Ave. near Main St.

For the **CHATEAU DES BEAUX ARTS** and ferry to S. Norwalk, Conn., run north from Main St. with trolley; at fork just after tracks turn off, bear right (1.3 M). At next fork (1.6 M) keep left and left also (1.8 M); at fork (2.1 M) bear right, following main road to the Chateau. Ferry lands at S. Norwalk about 1 mile below Norwalk, where connection is made with the "Shore Line" between New York and New Haven.

Straight ahead on E. Main St., past fountain on right and white church on left, through cross-roads (38.5 M). Follow telegraph poles, downgrade on macadam through woods to Centerport (40.9 M).

Pass pond on left and church in fork on left (41.2 M); at fork just beyond (41.3 M), keep left on macadam, winding along Northport Bay to branch road on right (42.2 M). Turn right, upgrade through woods, crossing branch RR. (grade—42.8 M); meeting trolleys short distance beyond, follow them to Northport station (44.1 M).

This avoids the longer route through Northport village; to go that way continue left (42.2 M.) along the harbor with trolleys. Follow car-tracks also out of village, but when they turn right run straight ahead to Irregular fork; here turn right, meeting trolleys and the shorter road at Northport station.

Cross RR. at Northport station on right (44.1 M), straight ahead through 3 or 4 intermediate cross-roads to cross-road (47 M). (It is important not to turn off before or after the right cross-road, the right one being exactly 2.9 miles below Northport station.) Turn 90° left, straight ahead between hotel on right and country store on left at 4-corners,

48.1 10.5 COMMACK.

Direct through on same road, keeping to left at fork (48.3 M), across narrow bridge (51.6 M), and under RR. (52.6 M), passing depot on left (53.3 M), Smithtown. Straight ahead to branch road (at wood church on left—54 M); *turn 90° left*—leaving a better-looking road on the right.

Continue through woods—bad RR. crossing (55.5 M)—straight ahead through 4-corners at St. James (56.6 M). Bear gradually left on main road to Stony Brook village (58.9 M); at hotel turn right.

At end of road (pond on left) turn right to 4-corners, church on right (62.6 M); turn 90° left straight ahead through East Setauket (62.9 M). Run along harbor (Broadway) to intersection of Jones St. (boat docks on left);* turn right up Jones St. to Main St., center of

64.7 16.6 PORT JEFFERSON. Belle Terre Club Inn; A. N. Randall, Jones St., repairs & supplies.

*From May 1st to Nov. 1st boats make from 1 1-2 to 2 daily round trips between Pt. Jefferson and Bridgeport; balance of year 3 round trips a week. Cost: runabouts \$3.00 up; touring cars \$5.00 to \$8.00.

Continue uphill on Main St. to cross-roads (65.5 M); here turn 90° left to branch road on right (66.8 M). Turn right to irregular fork (68.2 M), again keep right (68.2 M) direct 1 mile through hamlet of Miller's Place (69.2 M).

At irregular fork (69.6 M) keep right, bearing left at next fork (70.1 M) over RR. tracks (71.4 M—view obstructed by trees). Cross RR. at Shoreham station (formerly Wardenccliffe—74.9 M)—Nicola Tesla's big steel tower in sight over to right—direct, downgrade through woods to irregular cross-roads.

77.8 13.1 WADING RIVER, store and a few houses only.

Keep right past pond; at next fork (78 M), run straight ahead through diagonal cross-roads (79.5 M). At fork (81.6 M) the "Middle Country Road" comes in from the right; continue direct to fork of 5-roads (83.9 M). Bear right, straight ahead over RR. tracks at icehouses on left; road sandy in spots, becoming Main St. to fountain, center of

88.9 11.1 RIVERHEAD. Griffin House; Long Island Hotel. E. Montoux, Jr., Bridge St., Garage.

Continue through on Main St., crossing RR. (grade 89.5 M), unmistakable, fine road through Aqueboag (92.2 M). Direct, running above Jamesport—on right (93.4 M), crossing RR. near Laurel hamlet (96.8 M) to 4-corners at church on left.

98.3 9.4 MATTITUCK.

Turn right at church, straight ahead on same fine road through Cutchogue (101.2 M) and Peconic (102.9 M), passing monument just before entering Southold (106.2 M). Direct over bridge (108 M), crossing RR.

(grade—108.6 M) into Front St. to Main St.; turn right one block to boat-line or ferry.

110.9 12.6 GREENPORT. Clark and Griffin Hotels. Hedges' Garage, Main St., near ferry.

Boats leave docks foot of Main St. (1907 schedule) 6:50 A.M. and 1:20 P.M.; returning leave New London 10 A.M. and 4:10 P.M. Rates \$5.00 up for runabouts; \$7.00 up for touring cars; LIMOUSINES AND AUTOS WITH LARGE STATIONARY TOPS CANNOT BE CARRIED, THERE BEING NO OPEN DECK ON THE BOAT MAKING THESE TRIPS. See title page, New London section, page 235, for city map and list of diverging routes.

Preface Section, Route No. 19

NEW YORK—LONG ISLAND SOUTH SHORE—NEW ENGLAND ROUTES

Via Long Island City, Jamaica and the South Shore through Babylon, Patchogue, Quogue, Southampton, Sag Harbor and Shelter Island to Greenport, connecting with boat line across the Sound for New London, Conn., and diverging routes.

SEE INTRODUCTORY PARAGRAPHS TO THE PRECEDING ROUTE, PAGE 133.

(Roads average good throughout; some stretches oiled;

a few easy hills.)

MILEAGES
Total Intermediate

0 0 COLUMBUS CIRCLE, 59th St. & Central Park West.

Run down Broadway to 36th St. (1.2 M), turning left past Herald Bldg., on right, straight ahead to 1st Ave.—soda machinery bldg. on S. E. corner. Turn right (2.1 M) on 1st Ave. to 34th St. (2.2 M), then left under "L" to

2.3 2.3 LONG ISLAND RR. FERRY. [15c. (small), 20c. (large), car and driver; 3c. each passenger.]

Straight out from ferry on Borden Ave. (stone pavement), past L. I. RR. depot and yards (on right). At overhead viaduct (2.7 M) bear left—under viaduct—and immediately right with trolleys into Jackson Ave., straight ahead to

3.3 1 COURT HOUSE SITE. *(Burned building on right.)*

Bear right into Thompson Ave.—macadam, no trolleys; dangerous 6-track grade crossing (3.5 M). Straight ahead on macadam, 4-track grade crossing (5.5 M); at fork (6 M—shell road to Flushing, branching left); keep straight ahead, grade crossing again (6.3 M). At fork (6.8 M), cross "Broadway" double trolleys into Hoffman Boulevard, keeping left on macadam (7.1 M).

Continue direct through several cross-roads; at garage on left-hand corner (10.9 M), turn left into Hillside Ave. Straight ahead on wide macadam, "blind" single-track trolley crossing midway to Peace Monument (11.9 M); turn 90° right on Bergen St. across trolleys at Fulton St.,

12.2 8.9 JAMAICA.

Direct through Smith St. across RR. (12.4 M); many tracks at grade, protected by gates. Follow macadam,

keeping left at fork (12.5 M); signs "Merrick Road" frequent through towns beyond.

Sharp left and right curves (12.8 M), crossing RR. (grade 14.9 M) through Springfield (15.1 M). Cross bridge over pond (16.3 M) through Rosedale (16.6 M) and Valley Stream (17.8 M) over RR. again at grade (18.6 M) into

19.7 7.5 LYNBROOK.

Bear left, straight ahead past base-ball grounds (on right), crossing RR. (grade—20.7 M) into Rockville Center (21 M). Straight ahead at fork by village hall with cannon in front, past pond on left (22.4 M), curving left at cross-roads just beyond into

24.7 5 FREEPORT. Baldwin Motor Works.

Follow main road across trolleys—no turns or confusing points—through Merrick (26.3 M), Massapequa (29.9 M) and Amityville (33.6 M) into center of

38.9 14.2 BABYLON. Watson House.

Crossing trolleys at village center, continue east over bridge (39.1 M), along lake (on left—40.2 M), passing many fine estates to Bay Shore (43.4 M). Direct through Islip (45.5 M) and East Islip (46.5 M); caution for grade crossing in cut (48.5 M), followed by excellent winding shell road through woods.

Another bad grade crossing (49.6 M—view obstructed until close to tracks); thence direct past Oakdale station over to left (50.4 M). Follow main road through West Sayville (52.7 M) into Sayville (53.3 M); at fork (53.5 M), keep right through Bayport (54.4 M).

Keep right at fork (55.2 M); 6-10 mile beyond (55.8 M), curve left, followed by right curve (56 M) to end of road (hotel in front—56.3 M). Turn 90° left under RR. at Blue Point station on right (56.9 M), bearing right immediately beyond across RR. (grade—58.2 M) into

58.6 19.7 PATCHOGUE. Roe's Hotel and Annex.

Straight ahead past old mill and pond on left (59.7 M), crossing RR. (grade—59.9 M) at East Patchogue, direct into Bellport (62.9 M). Caution for dangerous curve east of town, thence direct through Brookhaven (64.8 M), under RR. viaduct (65.1 M). Follow main road through cross-roads (65.8 M), slowing down for small bridge over Carmen's River (67.4 M), curving through woods to South-haven village, just beyond.

Cross dam at Moriches (70.7 M), straight ahead over RR. tracks (72 M) into Center Moriches (73.1 M). Direct on main highway over dam (73.7 M) through East Moriches (74.6 M), crossing RR. tracks (75.1 M & 76.4 M).

At irregular 4-corners, Eastport (76.6 M), bear right past RR. station on right (77.1 M). Continue over wide dam (77.3 M) and narrow dam (78 M), crossing RR. tracks (dangerous grade 78.1 M) to fork (78.3 M).

Keep left passing Speonk station over to left, shortly crossing Speonk Creek (wide dam), direct on main road to forks (89.4 M). Bear left to next dam (81.3 M); turn sharp right* over same, straight ahead through cross-roads to flagpole at

82.6 24 WESTHAMPTON BEACH, New Howell House.

*On quick through trips without stop some mileage may be saved by keeping diagonally left after crossing dam (81.3 M), running through Westhampton P. O. and across bridge. This would intersect the principal line at church on left (83.4 M); however, most of the travel goes via the beach.

Bear left at flagpole in fork, crossing dam (83 M); sharp left curve (83.3 M) to end of road at wood church (83.8 M). Bear right (in front of church), curving left through woods, crossing another dam (84.4 M). At fork immediately beyond curve right along the Shore Road to flagpole, Quogue (85.7 M).

Continue on main road through East Quogue, passing branch road on left (87.5 M) leading to Riverhead. Direct to 4-corners (practically end of road, 90.3 M); turn left across RR. (90.5 M), bearing right to Good Ground (91.8 M). Go through; caution for sharp right over RR. bridge (92.4 M), bearing immediately left to flagpole at hotel at

93 10.4 CANOE PLACE. Canoe Place Inn.

Cross bridge (93.1 M) over Shinnecock Canal (bad approach, especially at night but new bridge under construction 1907). Keep left fork immediately beyond (the new road), running under RR. viaduct (93.3 M).

Thence on fine surface between Shinnecock Inn on left (96.4 M) and Shinnecock Hills Golf Club (over to right). Continue under RR. (97.5 M) to end of road (97.8 M); turn left through "Art village" (97.9 M), direct and unmistakable to park with cannon in center and flagpole,

99.4 6.4 SOUTHAMPTON.

Keep left at square through "Job's Lane" to end of same in front of church (99.8 M); turn 90° left on Main St. and 1st right, the "Hampton Road" (sign). Straight ahead; at fork (101.9 M) keep right to water mill, bearing left over short stone bridge (102.2 M).

At fork just beyond (102.3 M) curve right past flagpole and water-sweep on right, direct into Bridgehampton (105.8 M). Do not take branch road to left here (sign "4 M to Sag Harbor"—a shorter but poorer way), continuing straight through on same road 1.2 miles to the

107 7.6 NEW SAG HARBOR ROAD.

South Shore Road beyond this point is good to East Hampton and Amagansett (about 8 miles); practically impassable Amagansett to Montauk Point.

Turn 90° left over RR. bridge (107.6 M); thence direct on main road (occasional signs—Sagg St.), becoming Madison St. to fountain at Main St., Sag Harbor (111.1 M). Straight ahead across RR. at depot (111.3 M), bearing left along waterfront to drawbridge and Causeway (111.4 M).

Cross Sag Harbor Cove to 4-corners (112.6 M); turn right with telegraph poles, following main road to fork (114 M). Turn left, sign "Ferry," rough and sandy in spots but direct to (South Side).

114.9 7.9 SHELTER ISLAND FERRY.

Ferry consists of float conveyed by motor boat; will carry 2 cars—charge \$1.00. Irregular schedule, daytime only; if on opposite side hoist flag—and wait.

Run out from ferry to end of road (115 M); turn right 1.1 miles to cross-roads (116.1 M); here turn left, sign "Ferry" to "T" in road (116.6 M). Turn left, past white church on right through cross-roads just beyond (117 M).

At "T" in road (117.2 M) turn right; 7-10 mile beyond (117.9 M)* turn left to cross-roads (118.3 M). Here turn right through rustic gate, straight ahead, bearing right at irregular 4-corners (118.8 M) through village of Shelter Island Heights; turn left (119.1 M) to (North Side),

119.2 4.3 SHELTER ISLAND FERRY. (25-50c. for car and driver—10c. each passenger.)

*For the Manhasset House and (another call of) the same ferry as at the Prospect House, leave the line given at cross-roads (117.9 M). Jog right and immediately left to "T" in road (118.3 M); turn right, winding along bay to cross-roads (121 M). Here turn right through private grounds to Manhasset House (122.4 M); turn left downhill to (north side) Shelter Island Ferry (122.5 M), 3.3 miles farther than to the ferry at the Prospect House.

Cross Greenport Harbor (same boat makes both landings), to foot of Main St. Straight ahead from ferry one block to Front St., business center of

119.3 .1 GREENPORT. Hotels: Clark, Griffin. Hedges Garage, Main St., near ferry.

Boats leave docks foot of Main St. (1907 schedule) 6:50 A.M. and 1:20 P.M.; returning leave New London 10 A.M. and 4:10 P.M. Rates \$5.00 up for runabouts; \$7.00 up for touring cars; LIMOUSINES AND AUTOS WITH LARGE STATIONARY TOPS CANNOT BE CARRIED, THERE BEING NO OPEN DECK ON THE BOAT MAKING THESE TRIPS. See title page New London Section, page 235, for city map and list of diverging routes.

Complete return directions from Greenport to New York by either the North Shore or South Shore route of Long Island will be found on pages 253-260 of the New London section in this volume.



You'll notice the handsome little
WARNER AUTO-METER

on most of the best cars. Take a look at it; inquire about it. Nearly all automobile dealers sell Auto-Meters.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



LEGAL RESPONSIBILITIES OF THE GARAGE KEEPER

By X. P. Huddy, Attorney at Law

An automobile garage has already been defined by the Supreme Court, Appellate Division of the State of New York, as the "modern substitute for the ancient livery stable;" and it has further been stated by judicial authority that the carrying on of the garage business is a perfectly legal and legitimate pursuit. It is well for automobile tourists to understand their legal rights as against garage keepers, and also for garage keepers to know what they may legally require from automobile tourists.

The garage keeper is entitled, of course, to compensation from one who stores an automobile with him—"reasonable" fees for storage and repairs, in the absence of special contract; stipulating what the charges shall be. **But the garage keeper possesses no lien upon the automobile of the owner, which is placed in his custody independently of an express contract;** especially if the owner uses his machine from day to day, taking it out whenever he pleases.

In such a case there is an "interruption of possession," which destroys any lien at common law. A lien can only be predicated upon possession; if possession is given up the lien is destroyed. It would be advisable for garage keepers, in special cases where the amount is relatively large, and the responsibility or perhaps even the identity of the owner in doubt, to enter into an express contract, giving them a lien for unpaid charges.

As against the garage keeper the autoist is entitled to the safe care and custody of his machine; any damage incurred while in his custody renders the keeper liable, whether it results from heat, cold, or the conduct of any of his agents or those permitted to enter the garage. Even if the automobile is stolen, intentionally injured or destroyed by the criminal act of another, the garage keeper may also be liable. It has been held by the Municipal Court of the City of New York that a garage keeper is liable where a part of an automobile or any accessory is stolen from the car while in the garage.

The facts in this case were as follows: The proprietor of a garage sued an automobile owner for certain storage charges and materials furnished. The owner filed a counter-claim as a defence for \$250, the amount he claimed he was damaged because of the loss of a silk rug, which his chauffeur placed in the locker in the garage.

Judge Lauer, in the case of *Jones vs. Morgan* (90 N. Y., 4, 9), decided that the defendant was held liable as a bailee, of furniture stored in a separate room, to which the plaintiff was supplied with a key. Thus it has also been held, in the case of the proprietor of a Turkish bath establishment, that he was responsible for the loss of clothing stolen from a room assigned to a customer.

In such a case the room was considered to be in the proprietor's keeping (*Bird vs. Everard*, 4 Misc., 104). What has been said concerning the garage keeper applies broadly to proprietors of hotels and inn-keepers who maintain accommodations for automobiles.

Moseley's New Haven House

SETH H. MOSELEY & SON, PROPS.
NEW HAVEN, CONN.

DIRECTLY OPPOSITE YALE UNIVERSITY. Recently improved by the addition of a large number of private baths. The building on the opposite corner has been leased and is known as

MOSELEY'S NEW HAVEN HOUSE ANNEX.
Also Under Same Management

Hotel Somerset
WM. H. MOSELEY, Pres.
150 West 47th Street
NEW YORK CITY
CLAUDE R. NOTT, Mgr.

Hotel Colonial
WM. H. MOSELEY, Pres.
81st St. and Manhattan Square
NEW YORK CITY
CLAUDE R. NOTT, Mgr.

White's New Tontine Hotel

149 Church Street, Opposite Yale Common

New Haven, Conn.

CENTRALLY LOCATED

EUROPEAN PLAN

Most convenient for Automobile Tourists

HOLCOMB COMPANY



ALWAYS OPEN
TWO TELEPHONES

Agents for
Franklin—Stevens-Duryea—Cadillac
—Builders of the—

“HOLCOMB TOPS”

Garage and Repair Shop

105 Goffe Street

New Haven, Conn.

The Reichert Automobile Company PALACE GARAGE



FINEST IN NEW ENGLAND

34 to 44 TEMPLE STREET
NEW HAVEN, CONN.

SELLING, STORING, REPAIRING, SUNDRIES
Everything for the Automobile and Its Owner

NEW HAVEN, CONN., SECTION

NEW HAVEN HOTELS—Moseley's New Haven House, opposite Yale Common, at College St., Tontine Hotel, east side of Yale Common.

NEW HAVEN GARAGES—Knights' Garage, 257 George St.; The Holcomb Co., 105 Goffe St.; Reichert Automobile Co., 34 Temple St.

ROUTES COVERED IN THIS SECTION

- No. 1. New Haven to Milford, Bridgeport, Norwalk, Stamford and Greenwich, Conn., Portchester, New Rochelle and New York City.
- No. 2. " " " Hartford, Conn., via Meriden, Berlin and New Britain.
- No. 3. " " " Hartford, Conn., via Middletown; full alternate to No. 2.
- No. 4. " " " Waterbury, Conn., two routes (1) via Mt. Carmel and Cheshire; (2) via Westville, Seymour and Naugatuck.
- No. 5. " " " Saybrook, Lyme, New London, Conn., connecting with the New London section for the principal Rhode Island Coast resorts, Providence and Boston.
- No. 6. " " " Derby, Shelton, Huntington, Stepney and Danbury, Conn.
- No. 7. " " " New Haven to points north and west via Seymour.

SPECIAL NOTE.—New Haven connections to Long Island.



MAP SHOWING ROUTES THROUGH NEW HAVEN, CONN., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.

KNIGHTS GARAGE

257, 259, 261 and 263 George Street

New Haven, Conn.



THE FINEST
AND
BEST IN
NEW
ENGLAND
STATES
FIRE PROOF

Most centrally located in the city, one block from the Mosely's New Haven House.
Full line of Auto Supplies. Storage and Repairing a Specialty

Up-to-date Machine Shop. Open Day and Night

Emergency car in readiness and cars to hire at all times

Telephone No. 5590

COX'S

Savin Rock, West Haven, Conn.



BEST PLACE TO DINE BETWEEN NEW YORK
AND BOSTON. AUTOMOBILE SUPPLIES

NEW HAVEN TO NEW YORK CITY—74.2 MILES

Main thorofare via the New Haven-Milford short line. Stratford, Bridgeport, Norwalk and Stamford, Conn., Portchester and New Rochelle, N. Y., entering New York via Fordham Road, Jerome Ave. and Central Bridge. Macadam practically throughout—some portions badly worn by heavy travel.

This is the principal line to the Metropolitan District from the greater part of New England. At New Haven, road travel from Boston, Providence, New London and intermediate points merges with that from Boston, Worcester, Springfield, Hartford and the upper Connecticut River Valley. On the way to New York, other tours enter from western Connecticut at Bridgeport, Norwalk, Stamford, etc., especially from Waterbury and Danbury. Route map page 148.

FOR THIS AND OPTIONAL EXITS SEE NEW HAVEN CITY MAP, PAGE 143

(*Speed ordinances at numerous points on this entire route; occasional autotrips.*)

MILEAGES
Total Intermediate

o o NEW HAVEN, Yale Common at Chapel & College Sts.

Run nearly south on College St. to end of same at George St. (2-10 M); turn 90° right and immediately left on Broad St. to fork just beyond (3-10 M). Bear diagonally right into Davenport Ave., direct out past Evergreen Cemetery (on right—1 M); picking up trolleys (from left—1.3 M), follow same across iron bridge (West River—1.4 M) to irregular 4-corners (1.9 M).

For Milford via Savin Rock and Woodmont—adding about 3 1-2 miles but running closer along shore—turn 90° left with car-tracks at irregular 4-corners (1.9 M)

HOTEL PEMBROKE, Woodmont, Conn.

On Boston Post Road



Midway between New Haven and Bridgeport on
L. I. Sound. Rooms with bath. Garage.

on Campbell Ave. to West Haven Green. Turn 90° right on Main St. along upper side of "Green" and left along further side of same into Savin Ave., bearing right into the Shore Road at Savin Rock; COX'S SURF HOUSE.

Continue along shore to Woodmont, HOTEL PEMBROKE, turning 90° right at watering trough; about one mile beyond take right fork uphill, following main road across stretch of "Meadow" and over small bridge. Straight ahead over Memorial Bridge into Milford, running along south side of long, narrow "green," picking up the short route from that point—9.3 M in the following text.

Leaving trolleys to left, run nearly straight ahead on macadam over RR. bridge (2.9 M), keeping left on main road at forks (3.5 M & 4.7 M), direct through cross-roads (5.2 M, 6.2 M & 7.2 M). Picking up trolleys (from left—8.6 M) keep left with same at fork (8.8 M) across small bridge (8.9 M) and under RR. (9.1 M), turning right along south side of long, narrow "green."

9.3 9.3 MILFORD. (*Route from New Haven via Savin Rock and Woodmont comes in from the left over the "Memorial Bridge" just before the turn along the "Green".*)

Direct through, leaving trolleys to left (9.5 M); at fork (9.7 M), take right, upgrade, picking up double car-tracks (from left—11.9 M). Bear right across long bridge over Housatonic River (12.4 M), following trolleys all way to iron watering trough in open square,

13.6 4.3 STRATFORD. (*Route from Waterbury, Seymour, Derby and Shelton comes in from the right.*)

Bridgeport Automobile Co.

FIRE-PROOF GARAGE

Agents POPE-HARTFORD, CORBIN and CADILLAC

"On the main thoroughfare through Bridgeport"

No. 388 Fairfield Avenue Bridgeport, Conn.

RANTZ & BENTLEY

625 State Street, .. Bridgeport, Conn.

Centrally Located.

Convenient to All Hotels

Ample Garage Accommodations
Complete Line of Supplies

Youngs' Restaurant

FOR LADIES

AND GENTLEMEN

65 Cannon Street, near P. O.

Telephone**Bridgeport, Conn.**

Turn left with trolleys; short distance beyond (14 M), turn right with car-tracks, which follow to fork just beyond cemetery (15.3 M). Here leave trolleys to left, bearing slightly right on Connecticut Ave., across single RR. track (grade—16.4 M), picking up trolleys again (from left—16.5 M). Follow same across iron bridges (16.6 M & 17 M) under RR. viaduct (17.1 M); thence along Fairfield Ave. to Main St., center of

17.3 3.7 **BRIDGEPORT**, Fairfield Ave. & Main St.

Atlantic Hotel, Fairfield Ave. near depot; **Young's Restaurant**, 65 Cannon St. near P. O.

Miller's Garage, 554 Fairfield Ave.; **Blue Ribbon Garage**, 291 Fairfield Ave.; **Rantz & Bentley Garage**, 625 State St.; **Bridgeport Auto Co.**, 388 Fairfield Ave.

Direct through on Fairfield Ave., bearing diagonally right (17.8 M) and diagonally left (18.3 M), running under RR. (19 M) and over bridge (20.5 M). Cross trolley (21.3 M), turning right with trolleys (21.8 M) to center of village, Fairfield (22 M).

Here turn 90° left with trolleys, which follow over bridge (22.9 M) to forks at Southport (23.5 M), keeping right with car-tracks under RR. (23.6 M). Just beyond (23.7 M), curve left with trolleys past **Hawthorne Inn** (on left—27.2 M), winding downgrade to stone watering trough at Westport (27.7 M).

Straight ahead across bridge over Saugatuck River to fork just beyond (27.8 M), where trolleys divide; now bear slightly left (do not turn left) direct to end of road in front of church and cemetery (30.5 M). Turn 90° left along park on right, curving right at iron watering trough (30.8 M); cross bridge over Norwalk River (30.9 M), keeping left into Wall St. to business center of

31 13.7 **NORWALK**, Hotel Norwalk. **F. E. Lockwood & Co., Garage.**

Direct through to stone fountain in front (31.7 M); here turn right (trolleys continue straight ahead to S. Norwalk). Pass brick Armory (on right) winding upgrade; thence on main road, running under RR. at Darien station (35.2 M).



Meeting trolleys (from left—36.4 M), follow same through Noroton village and across stone bridge over Noroton River (37.8 M); where tracks leave to left, run straight ahead under RR. bridge (38.8 M). Picking up trolleys (from right—39.1 M), curve right with same at small park (39.3 M); then straight ahead on Main St., running between City Hall (on left) and small park (on right), center of

39.6 8.6 **STAMFORD**, Hotel Carlton, Main St. Mechaley Auto Co., 30 Summer St.; Bell Bros. Garage, opposite West Park.

Direct through on W. Main St., keeping left at small triangular park in fork (39.7 M), crossing iron bridge (Mill River—40 M); at once turn left with trolleys, taking right fork uphill (40.1 M). Continue with car-tracks, curving right (40.5 M); thence straight ahead, descending grade to bridge across Mianus Harbor at Mianus (42.5 M).

Straight ahead on main road with trolley; [or turn first left after crossing bridge, following along the "Harbor," past gasoline engine works, winding back into the same road about 3-4 mile west of Mianus]. Follow car-tracks uphill, passing church and monument (on right—44.5 M) into

44.8 5.2 **GREENWICH, CONN.** Town Center and Post Road.

The Maples, Post Road; Edgewood Inn; 1 block north of Post Road.

Greenwich Auto Station, Greenwich Ave. & Post Road; Bullard Garage, Post Road.

Keep to left of iron watering trough, but where trolley turns left just beyond, run straight ahead on new macadam, keeping right on main road at fork (45.1 M). Cross stone bridge (Byram River-Interstate Boundary—47.1 M); picking up trolleys immediately beyond, follow same under RR., (47.5 M), into center of

47.9 3.1 **PORTCHESTER.** Bank building, in reverse fork on right.

Direct through to fork leaving town (48.1 M); here leave car-tracks to left, taking right fork—sign, "Post Road"—under RR. viaduct (48.2 M). Continue across RR. bridge (49.3 M), straight ahead (without regard to meeting and leaving trolleys) to junction of roads at flagpole, Rye (49.6 M).

Now turn left (with trolleys which return from the right), but at fork just beyond (49.7 M), take right fork leaving car-tracks to left. Keep right over stone bridge (50.1 M) up long steady grades; at fork (52.8 M) bear left on brick pavement over short stone bridge (53.1 M) to fork of streets and trolleys at

HARRIS
(REGISTERED)
OILS

"Assisted me greatly in making and holding my world's records, one to fifty miles."
Barney Oldfield.

53.2 5-3 **MAMARONECK**, Boston Post Road Inn (on right at 53.4 M).

Bear diagonally left with trolleys on brick pavement, direct through Larchmont (54.9 M), keeping right fork with car-tracks (55 M) and left fork with car-tracks (56.4 M) to intersection of Echo Ave. (large apartment house on left—A. C. A. sign on right),

56.6 3-4 **NEW ROCHELLE**, Main St. & Echo Ave., east of business center.

This leaves business center of New Rochelle over to right, which is advantageous on through trips without stop. For business center run straight ahead on Main St. to Center Ave.; at St. Gabriel's School on right turn left down Center Ave. to end at the Shore Road. Turn right on the Shore Road, etc., coinciding with the route given through Echo Ave., picking up the through route at 57.5 M in the following paragraph.

Here turn 90° left on Echo Ave to end of same (56.9 M), turning 90° right, diagonally across trolleys (57.1 M) onto brick pavement (57.5 M—route from center of New Rochelle comes in from the right via Center Ave.). Continue direct on the Shore Road (trolley for one block only—58.2 M), past entrance to Travers Island on left (N. Y. Athletic Club—58.9 M.)

Sharp left and right curves at Hunters Island (59.4 M), crossing single-track trolley (60.5 M—City Island Road). Direct across Bartow Bridge (61.1 M) to Pelham Parkway (easily missed by strangers, or at night—just 1-2 mile beyond Bartow Bridge).

THE NEW YORK HEADQUARTERS FOR AUTOMOBILE TOURISTS

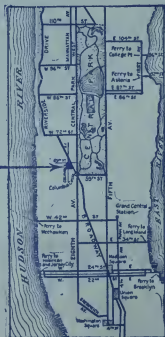
HOTEL EMPIRE

Broadway and 63rd Street

NEW YORK CITY



NOT
LOCATION



Rooms, with detached bath, \$1.50 per day, up.

Rooms, with private bath, 2.00 " " "

Suites, with private bath, 3.50 " " "

Garage, Repair Shops. All Surface cars pass or transfer to door. Subway and "L" stations two minutes. **EXCELLENT SERVICE—FINE MUSIC.** Send for Free Guide to New York.

W. JOHNSON QUINN, Proprietor.

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

Turn diagonally right (61.6 M) into Pelham Parkway across bridge over RR (62.3 M) and over stone bridge in Bronx Park (64.5 M). Direct out of Parkway (64.7 M) through Pelham Ave., under "L" (65.3 M) to Webster Ave. (65.4 M).

Straight ahead across Webster Ave. trolleys into Fordham Road, winding upgrade all way with trolleys to Jerome Ave. (65.9 M). Turn 90° left on Jerome Ave. (several bends but no turns to Central Bridge); at fork (68.5 M), where car-tracks bear right, run straight ahead onto

69 12.4 **CENTRAL BRIDGE.** (*No toll, but draw occasionally open.*)

At end of bridge turn right across 155th St. viaduct, turning 1st left into St. Nicholas Place (69.3 M). Straight ahead into St. Nicholas Ave. (69.6 M) direct to left fork of same (124th St.—70.8 M).

Again keep straight ahead into Manhattan Ave. (leaving St. Nicholas Ave. to left) to 110th St. or Cathedral Parkway (71.5 M). Turn 90° left under "L" and 1st right (71.6 M) down Central Park West, direct along park to

74.2 5.2 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

For hotels, garages and various diverging routes, see title page, New York City section, Volume 1. Map of main automobile routes on Manhattan Island, page 65, this volume.

New Haven Section, Route No. 2

NEW HAVEN TO HARTFORD, CONN.—42 MILES

Via North Haven, Wallingford, Meriden, Berlin and New Britain. Mostly good roads; a few short, poor stretches. Connections from Meriden to Middletown (on route No. 3).

Cross Yale "Common" by Temple St. into Whitney Ave.—due north; for this and other connections into, through and out of New Haven, see city map. At Lawrence St., about one mile from "Common" (easily missed—police signal box on left, stone wall on right), turn 90° right on macadam. Straight ahead on Lawrence St. to end of same at intersection of State St.

Turn left into State St. (Cedar Hill station over to right), straight ahead with trolleys; RR. parallel (on right), most of way. At fork, lower edge of North Haven, *turn sharp right across bridge* over Quinnipiac River. Continue direct east, across tracks at grade (RR. station on right).

NORTH HAVEN

8.6 miles from New Haven

At 4-corners just beyond, sign "Meriden 12 miles," turn 90° left (north) direct to Wallingford (14.3 miles). Straight through town over new State Highway; 2 miles above slow down for sharp left turn under RR., with immediate sharp right—both turns "blind" and very dangerous at speed.

AMERICAN AND EUROPEAN PLANS
WINTHROP HOTEL
MERIDEN, CONN.



J. H. Bowker & Co.

Strictly First Class

Newly Remodeled
and Furnished
and a
Number of Fine
Rooms with Bath
added

Good Garage nearby

We make a special
effort to take the
best of care of
Automobile Parties

Meet trolleys (which come in from Yalesville on left), and follow them past Tracy P. O. (on left). Short distance beyond, where tracks turn left (for Meriden via Hanover Park), keep straight ahead into the Old Colony Road. $\frac{1}{2}$ mile beyond, take left fork—Cook Ave.—following local trolleys to intersection of Hanover St. (frame church on left-hand corner).

Turn right on Hanover St. two blocks; at brick factories (on right), turn 90° left into South Grove St. One block ahead turn right into Main St. down one long block to Main and Colony Sts., business center of MERIDEN

20.3 miles from New Haven

Winthrop Hotel, Colony St., near RR. station.

For connection to Middletown from this route, run from Main St. across RR. tracks (grade) at depot into East Main St., and continue up long hill into the Middletown Road. Direct on main thoroughfare, coming into Washington St. to Washington Square, and Main St., center of Middletown, 9 miles from Meriden.

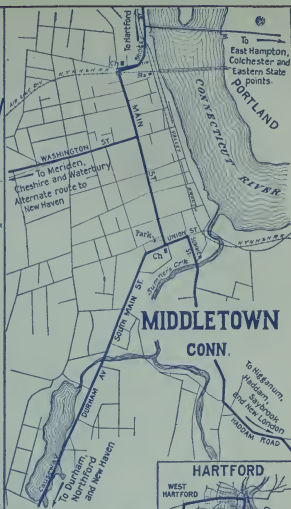
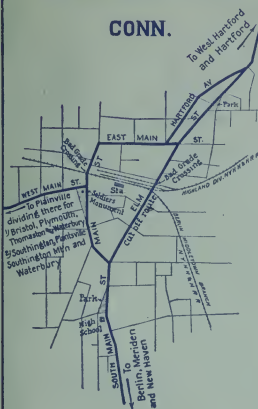
Turn 90° left up Colony St., passing depot (on right); at upper edge of town bear right across RR. at grade. At next fork keep left, taking the following right fork uphill into Berlin Center (24.4 miles). Continue through on principal street, making 90° left turn at grocery store down hill with trolleys.

Straight ahead through Berlin is a shorter but poor way to Hartford, all dirt road and bad in wet weather.

Pass under RR. tracks at Berlin (station), continuing on good macadam into South Main St., New Britain. Pass High School (on left) and run along right side of narrow park to 3-corners (where trolleys

NEW BRITAIN

CONN.



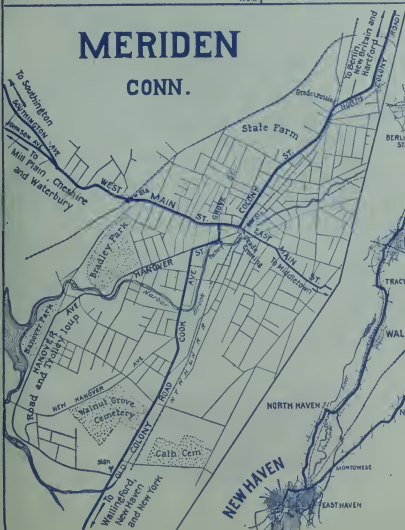
MIDDLETOWN

CONN.



MERIDEN

CONN.



AUTOMOBILE

Open
Day and
Night

GARAGE



Factory
Experts in
Constant
Attendance

NEW BRITAIN, CONNECTICUT

turn left) immediately beyond. This is the diverging point for the two ways this route may go through New Britain; see local map page 153.

1. *On quick trips without stop, bear right at 3-corners on Elm St., meeting trolleys (from left) one block beyond. Straight ahead under elevated footway connecting factories (on right and left), and over very dangerous RR. crossing. Continue Elm St. without turn, meeting the longer way through the city at fork foot of grade, picking up at that point the itinerary next given.*

2. *Via business center, keep left with trolleys at 3-corners, following South Main St. all way past "Central Park," with Soldiers' Monument (on left). Straight ahead over dangerous grade crossing, business center of*

NEW BRITAIN

31 miles from New Haven

Corbin Garage, Chestnut and Elm Sts.

Take *second right turn beyond RR.*, crossing into East Main St. At fork two blocks beyond, bear left into Hartford Ave.—direct, mostly good macadam, with two sharp curves to 4-corners at top of Elmwood Hill, intersection of West Hartford Road, 36½ miles.

Turn left, straight ahead 2 miles along ridge to West Hartford Center (38½ miles), intersecting trolleys. Turn right (stone church on right-hand corner), down Farmington Ave., following trolleys, excellent macadam all way into Hartford. Pass under RR. viaduct (depot on left) into Asylum St.* to business center of

HARTFORD

42 miles from New Haven

For hotels, garages, city map and various diverging routes, see title page, Hartford Section, page 213.

*On quick through trips to points north via the route on the west side of the Connecticut River, see city map page 213 for short-cut from Asylum St. through either High or Trumbull St. to Windsor Ave. (saving some distance and cutting out the crowded business center).

KNOW
How Fast and How Far
DON'T GUESS

See pages 20, 761

THE WARNER
AUTO-
METER



WARNER INSTRUMENT CO., Beloit, Wis.



NEW HAVEN TO HARTFORD, CONN.—42 MILES

Via Middletown, making a full alternate to No. 2, immediately preceding. From Middletown to Hartford this run follows the general course of the Connecticut River, through Cromwell, Rocky Hill and Wethersfield. Mostly macadam. Map on page 153.

Cross Yale "Common" by Temple St. into Whitney Ave.—due north; for this and other connections into, through and out of New Haven see city map. At Lawrence St., about one mile from "Common" (easily missed—police signal box on left, stone wall on right), turn 90° right on macadam. Straight ahead on Lawrence St. to end of same at intersection of State St.

Turn left into State St., following car-tracks to Ferry St. (watch on right for small sign—about opposite No. 1320 State St.). Turn 90° right on Ferry St., past iron fountain (on right) and across bridge over RR. tracks.

At once bear left, sign "Middletown Ave." into good macadam road continuing downgrade over iron bridge and under RR. ("Air Line") viaduct. Straight ahead on main road, crossing single-track trolley at hamlet of Montowese (country store on left, blacksmith shop on right), $4\frac{1}{2}$ miles from New Haven.

New Haven city map page 143, gives a graphic idea of the alternate line into the Middletown Road through Fair Haven. It may frequently be more convenient to cross Tomlinson Bridge to St. Andrews (brick) Church, Fair Haven; thence up Quinnipiac Ave., than to go north from the "Common." Using the Quinnipiac Ave. line, go straight ahead, meeting single track trolleys, which follow direct to Montowese hamlet; where turn right, the following directions applying beyond.

Follow large telegraph poles with many wires through Northford (10.4 miles), avoiding all right and left turns. Coming to "meadows," bear right across same, shortly left, then straight ahead into Durham (19.8 miles). Go through, keeping right at fork $2\frac{1}{2}$ miles above, direct into Durham Ave., Middletown.

Continue direct over Causeway; where trolleys come in from the right, follow them through South Main St. At Union Park turn right through Pleasant St.; at end of Park (brick church on right), turn 90° left into Main St., straight ahead to business center; city map page 153.

MIDDLETOWN

26 miles from New Haven

Hotel Chaffee. F. L. Caulkins & Co., Garage, 405 Main St.

F. L. CAULKINS & CO.

Finest Garage in the State, just completed.
Ladies' waiting rooms.

Supplies of All Kinds

As Repair Shop With Repair Men of Long Experience

405 to 415 MAIN STREET

MIDDLETOWN, CT.

Telephone, 117-2.

Continue through city; at end of Main St. (immediately after crossing overhead RR. bridge), turn 90° right, past church (on left). Swing left over RR. tracks, straight ahead past approach to bridge (leading to Portland on east side of River) into macadam road to Cromwell (29 miles). Cross RR. tracks and immediately left up hill—keeping on main road to church in triangle (on left), Rocky Hill (34 miles).

Take right fork past church and turn left at next corner straight ahead across RR. tracks. Shortly beyond make sharp left and right bends (caution), meeting trolleys in Wethersfield (38 miles). Pass Connecticut State Prison (on right) direct on main road with car-tracks; at small triangular park, end of Wethersfield Ave., bear right straight ahead on Main St., business center of

HARTFORD

16 miles from Middletown
42 miles from New Haven

For hotels, garages, city map and various diverging routes, see title page, Hartford Section, page 213.

New Haven Section, Route No. 4

NEW HAVEN TO WATERBURY, CONN.—TWO ROUTES

Both good practically throughout: (1) Out Whitney Ave., through Mt. Carmel and Cheshire, entering Waterbury by E. Main St.; (2) Out Elm St.-Broadway-Whalley Ave. through Seymour, Beacon Falls and Naugatuck, entering Waterbury by S. Main St.

FOR THIS AND OPTIONAL EXITS SEE NEW HAVEN CITY MAP, PAGE 143

Of the various ways between New Haven and Waterbury shown on the map page 171, these two are by far the most-used, and provide the quickest, most satisfactory runs—either one-way or round trips. The middle part of the intermediate route via Carrington Hill, Bethany and Naugatuck (a trifle the shortest of all), is poor and generally avoided, while the occasionally-used line through Derby to Seymour adds distance without compensating advantage.

1. VIA MT. CARMEL AND CHESHIRE—26 MILES

Run north on Temple St. across City "Green" into Whitney Ave.; for connections thereto from all sides of the "Green," see New Haven city map, page 143. Direct out Whitney Ave. through fine residence district, brick pavement, then excellent macadam. After passing brick factory (on right), bear left uphill along Whitney Lake (on right), following trolleys.



Scott's Waverly Inn Cheshire, Conn.

European Plan

Meals Table d' Hôte and
A la Carte

Home Comforts to Tour-
ists and Auto Parties
A Hearty Welcome to All
Garage and Machine Shop
Under Same Management

Telegraph Connections

Long Distance Tel's.
Cheshire : 10 Cheshire,
Private Connections

Follow trolleys to and through Centerville (5 miles) on fine broad macadam past brick Town Hall (on left) to Mt. Carmel (rising sheer on right). Run through Mt. Carmel village (trolley transfer station on left), 8 miles; thence on main road, easily followed all the way into

CHESHIRE

16 miles from New Haven

Waverly Inn and garage, opposite trolley station (3-4 M beyond park).

Connections from this route to Meriden and west-of-Hartford points are easily made via Cheshire. Instead of turning left to West Cheshire, go straight ahead, with trolley, to Milldale (4 1-2 miles), where turn right for Meriden. Continue north through Milldale for Southington, Plainville and west-of-Hartford points.

Just beyond park with monument, bear left with trolleys around brick church; at "T" in road beyond turn 90° left—leaving car-tracks—downgrade through West Cheshire (grade crossing, depot on left), 17 miles. Direct but winding road soon meeting trolley, which follow under RR. tracks.

Immediately beyond leave trolleys, bearing right through woodland, on main road, winding and narrow with frequent sharp, hidden turns. At fork (sign "6-miles to Waterbury"), keep left along RR. to sharp left turn under concrete trolley bridge. At once bear right, more winding road, coming to end at intersection (at right angles) with trolley.

Caution for trolleys and southbound vehicles. Turn sharp left on fine new road past Cemetery gates (on left). Follow trolleys all way past large High School (on right) to the "Green," center of all routes in and out of

WATERBURY

26 miles from New Haven

For hotel, garage, city map and various diverging routes, see title page Waterbury-Danbury section, page 167.

2. VIA SEYMOUR, BEACON FALLS AND NAUGATUCK—24.2 MILES

(The first 12 miles north and west to Seymour; thence up the Naugatuck Valley 12.2 miles to Waterbury.)

MILEAGES
Total Intermediate

0 0 NEW HAVEN, north side City "Green."

Start west on Elm St. 1-4-mile to Broadway; bear right on Broadway, passing to right of first small triangular park and to left of second park just beyond. Thence with double-line trolleys out Whalley Ave. to and through Westville (2.5 M); at fork just beyond small stone bridge (3.5 M—factory on right) take left—leaving road to Carrington Hill and Bethany on right.

Continue on main road north upgrade, winding and partly macadam, ascending short steep hill to sign, "Dangerous Corner, Blow Horn" (store on left—7 M). Here turn 90° left, thence westerly downgrade, winding along south side of small stream.

Nearing Seymour cross (1) gray stone bridge and (2) red wood bridge; at next fork take right. Continue past gaily painted factory to end of road at North Main St. (just north of RR. station and business center),

- 12 12 **SEYMOUR.** (*Bridgeport-Stratford-Naugatuck River Valley route comes in from the south.*)

Turn 90° right onto the main road up the Naugatuck Valley, bearing left with trolley (12.7 M). Where tracks leave (to left—14.4 M), run straight ahead on main road through Beacon Falls (15.5 M).

Continue through town under trolley arch (15.9 M) and under RR. (17.7 M); just beyond (17.8 M) cross wood bridge. At fork immediately beyond, take left—caution for numerous sharp curves along the Naugatuck River—curving left past iron watering trough in reverse fork (on right—19.1 M) into the main street of

- 19.3 7.3 **NAUGATUCK.** (*Bridge across the Naugatuck River—over to left.*)

Direct through on good level macadam, keeping right on main road at fork (20.1 M), same thorofare becoming S. Main St., Waterbury. Continue under RR. (23.4 M), following trolleys all way—stone block pavement in business center—to head of “green,” center for routes into, through and out of

- 24.2 4.9 **WATERBURY,** Center Square & Main St.

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.

New Haven Section, Route No. 5

NEW HAVEN TO NEW LONDON, CONN.—52.7 MILES

Via Tomlinson Bridge, East Haven and the main thorofare along the upper Long Island Sound shore through Branford, Guilford, Madison and Clinton to Saybrook; thence by ferry across the Connecticut River to Lyme, with choice of two routes to New London. Roads mostly good macadam (a few dirt stretches); grades numerous throughout.

This is approximately the middle part of the trunk-line highway between New York, Stamford, Norwalk, Bridgeport and New Haven, and Narragansett Pier, Newport, Providence, etc. It is also an important link in the through route from points west of New Haven to Boston and above, as well as to the Massachusetts South Coast and the Cape Cod section. Taken as a whole there is no good alternate to this route, as the roads above the “Shore Line” between New Haven and New London do not average good and the facilities for crossing the Connecticut River between Saybrook-Lyme and Middletown are meager.

FOR THIS AND OPTIONAL EXITS SEE NEW HAVEN CITY MAP, PAGE 143

(*This way out subject to slight change during 1908, owing to incompleteness of extensive RR. improvements just east of business center.*)

MILEAGES
Total Intermediate

- 0 0 **NEW HAVEN,** Yale Common at Chapel & College Sts.

Start nearly east along Yale Common, running through central 4-corners at Church St. (2-10 M) and over RR. in tunnel (4-10 M); at Olive St. (4-corners one full block beyond RR. cut—5-10 M) turn right, and next left (6-10 M) into Wooster St. Direct on Wooster St.—brick pavement, no trolleys—to end of same (1.1 M); here turn 90° right

on East St.—stone pavement with car-tracks, bearing left at iron watering trough in fork of streets (1.2 M).

Continue with trolleys across RR. tracks (dangerous grade—1.3 M), more bad stone pavement to and over Tomlinson Bridge (1.5 M) and causeway, ascending grade with single car-track. Picking up double trolleys (from left at 4-corners—2.4 M), follow them to irregular 4-corners at brick church immediately beyond; here swing right and at once left (2.5 M) with car-tracks direct to fork at East Haven "green" (4.1 M).

Leaving trolleys to right, run straight ahead along left side of "green," keeping left at fork further end of same; cross stone bridge (4.4 M), ascending grade past Lake Soltonstall (over to left). From top of grade (5.6 M) descend on macadam, bearing left (6.2 M) under RR. (6.3 M); picking up trolleys (from right—7 M), follow them along left (upper) side of "green,"

7.5 7.5 BRANFORD, end of car-tracks.

Curve left past "green," but at fork short distance beyond (7.6 M), keep right across small bridges (8.5 M & 8.7 M); thence on main road (avoiding right fork, 8.9 M and left fork 9.4 M) past Driving Park (on left—9.9 M). Road winds sharp left (10.1 M) direct to 3-corners (11.6 M); here turn right on macadam, curving sharp left (14.3 M) direct on main highway to and across iron bridge, eastern edge of village,

15.2 7.7 GUILFORD. (*A small but frequently puzzling town to pass through.*)

To save confusion we run this route around the center of Guilford, as indicated by various auto club signs; however, it is an equally good way to take the second right beyond the bridge (Fair St.) to its end at Broad St. Then turn left on Broad St. to park; turn 90° right on Whitefield St. along park to further end of same, again turning left on Boston St., running direct through 4-corners, picking up the schedule at 16.2 M in the following text.

Running Around the Center of Guilford via Route Marked by Auto Club Signs: Straight ahead from bridge on York St. to end of same at State St. (the 4th right—15.6 M) Turn 90° right on State St. to blacksmith shop at intersection of Union St. (15.8 M), swinging left on Union St. to prominent 4-corners (16.2 M); here turn 90° left, straight ahead on main road.

Continue over iron bridge (17.7 M) and under RR. near East River station (18.4 M), keeping right at fork short distance beyond (18.6 M); thence on main road across short

HARRIS
(REGISTERED)
OILS

Unsuitable oil will put the best car out of order. Harris oils insure proper lubrication and may be obtained at all Blue-book stations.

FENWICK HALL

Fenwick-on-the-Sound (Saybrook) Conn.

A Good Stopping Place for Automobile Tourists



Midway between New Haven and New London, Conn.

AMPLE ACCOMMODATION FOR CARS

CUISINE UNEXCELLED

H. C. CHAPMAN, Proprietor

bridge (19 M), with sharp left curve (19.8 M). At fork (20.7 M) bear right through 4-corners, keeping on left (upper) side of small park at Madison (20.9 M).

Direct ahead to fork (21.6 M), where again keep right through 4-corners (22.8 M), crossing iron bridge (23.5 M) into Clinton (24.6 M). Continue through town on fine macadam to fork (25.3 M); here keep right on main road, avoiding next two right forks (25.5 M & 26.2 M).

Cross short bridges (27.3 M & 27.8 M)—caution for sharp right turn at 3-corners (29 M), entering village of Westbrook (29.1 M). Straight ahead, keeping left at fork (29.9 M) on dirt road to macadam (at 31.4 M—fall 1907); thence on macadam without fork or turn to town pump in road, central landmark for village of



MAIN THOROFARE AND PRINCIPAL OPTIONS ON THE "SHORE LINE"



OLD LYME INN

Lyme, Connecticut

OPEN ALL THE YEAR

Steam Heat Throughout

Good Livery in Connection

H. M. CAULKINS, Proprietor

SPECIAL ATTENTION TO AUTOMOBILE PARTIES

Telephone Connection

33.2 18 OLD SAYBROOK.

For Fenwick-on-the-Sound (FENWICK HALL), turn right at town pump 1-3 mile; then curve left on fine macadam without turn for a trifle over one mile. Then turn 90° right over RR. tracks (1.6 M) and across long bridge over South Cove (1.7 M to 2.3 M) to the summer colony at the "Point."

Turn 90° left at the town pump (33.2 M) direct on fine broad macadam to fork (33.7 M); here (where left leads to Middletown and Hartford), take right. Cross RR. tracks twice (33.9 M & 34.1 M) near Saybrook Jct.; at fork (35.1 M) bear right direct to

35.7 2.5 SAYBROOK-LYME FERRY. (*If boat is on the opposite side set signal and wait—no bridge or other alternative.*)

Boat will carry two (large) or four (small) cars; runs "as travel demands" between Lyme and Saybrook until 9 P.M. In summer, otherwise until sundown only—charge 38 c up, according to size and number of passengers. It "puts up" for the night on west side of the river, but will ordinarily make out-of-hours trips at a special price. Frequently out of commission in winter by ice in river; but not "discontinued" as marked on some maps.

Cross to Lyme side of Connecticut River, running nearly straight ahead from ferry, upgrade over bridge (36.2 M); pass Old Lyme Inn (on right—36.4 M) to 4-corners just beyond (36.5 M).* Here turn 90° left on broad street, direct through E. Lyme (37 M) to stone watering trough in fork (37.7 M).

*Alternate route, Lyme to New London via S. Lyme and Niantic outlined in separate paragraphs at end of this route.

Take right fork (37.7 M) to next fork (38.7 M); here keep left on main road with telegraph poles, bearing right



ROUTE BETWEEN NEW HAVEN AND NEW LONDON, CONN.

at 3-corners (39.2 M). Continue on winding but direct road through woods—various grades—avoiding left forks (39.6 M & 39.8 M); at next fork (42.2 M) keep left, curving right with stone wall (44.8 M).

Pass white church in reverse fork (45.4 M) direct into hamlet of Flanders (45.7 M); picking up trolleys at this point, follow them across iron bridge (46.7 M), but where tracks leave (to right, just beyond bridge), continue straight ahead. Again picking up trolleys (from right—47.9 M), follow them on macadam direct all way into Bank St.—brick and stone pavement—to Soldiers' Monument, at State St.,

52.7 17 NEW LONDON, lower business center, near ferry across Thames River to Groton, for points east.

For hotels, garages, city map and various diverging routes, see title page New London section, page 235.

ALTERNATE, LYME TO NEW LONDON VIA Niantic (not so quick for through trips, but a good and interesting run—general description only and approximate distances from 4-corners, 36.5 M). Leave Lyme side of ferry, running nearly straight ahead upgrade over bridge (36.2 M); pass **OLD LYME INN** (on right, 36.4 M) to 4-corners just beyond (36.5 M).

Here (where the inland route turned left), bear right across RR. near Black Hall station, thence on main road, crossing RR, again near S. Lyme station. Continue into and through Niantic (50.5 M), coming into the inland route through reverse fork (on left—53.4 M); thence direct with trolleys on macadam all way into Bank St.—brick and stone pavement—to Soldiers' Monument at State St., business center—approximate distance 19 miles from Lyme, or 55.5 miles from New Haven this way.

New Haven Section, Route No. 6

NEW HAVEN TO DANBURY, CONN.—37 MILES

Via Derby, Shelton, Huntington and Stepney; map page 171.

Take any of the connections shown on the New Haven city map, at head of this section, into Chapel St. and run west with Chapel St. trolleys. At small triangular park (with eagle on pedestal), $\frac{1}{2}$ mile beyond Yale "Common," bear left into Derby Ave. (leaving car-tracks to right—meeting them again one block beyond).

The **WHITE** The
Incomparable Car for Service

FASTEST TIME IN CLEVELAND HILL-CLIMB

A 30 horse-power White made the fastest time at the Cleveland hill-climb, defeating all comers as decisively as at Wilkes-Barre. The White climbed the hill in 47 2-5 seconds, as compared with the best gasoline time of 51 seconds, made by the car which won the 1905 Vanderbilt Race.

Direct out, passing Yale Field (on left), winding with or near trolleys—some narrow stretches; caution for very sharp left turn near RR. tracks approaching Derby. Straight ahead short distance, turning 90° left with car-tracks over stone bridge across the Naugatuck River (RR. station to right below). Direct out from bridge into Main St., 4 blocks to business center,

DERBY

10 miles from New Haven

One block beyond, turn sharp left (Bridge St.) across long bridge over the Housatonic River, and straight ahead to iron fountain in open square, Shelton (10½ miles). Turn 90° right at fountain one block—Howe Ave.—and first left—White St.—upgrade one block to Coram Ave. Turn right, more upgrade, to Public Library (brick) at end of this avenue.

Turn 90° left in front of Library, straight ahead on Wooster St. to end of same, bearing thence right up steep grade. Go through fork at top of hill, winding gradually left to Huntington (15 miles). Bear right, winding over Walnut Tree Hill to

STEPNEY

21 miles from New Haven

Go nearly straight through (avoiding fork which bears to right), following through Upper Stepney (23 miles) and Hattertown (25 miles) to Dodgingtown hamlet (30 miles). Continue direct through, noting "Bethel" and "Danbury" signs, avoiding all cross-roads.

Intersecting trolleys at top of winding grade, bear left with tracks; following same past fountain (on right), across RR. at grade, Bethel (35 miles). Continue with trolleys—several turns, but unmistakable—all the way through South St. into Main St., business center of

DANBURY

37 miles from New Haven

For hotel, garage and various diverging routes, see title page, Waterbury-Danbury section, page 167. Danbury city map page 191.

New Haven Section, Route No. 7

NEW HAVEN CONNECTIONS TO POINTS NORTH AND WEST VIA SEYMOUR.

The following is clear and accurate in the tabulated text; beyond that it is briefly suggestive of two frequently-useful connections from Naugatuck Valley to points north and west. These connections are: (1) Seymour to Oxford and Southbury, which—with the latter half of the Waterbury-Danbury route page 188, makes a New Haven-Danbury line via Seymour, Oxford, Southbury and Newtown; and (2) Naugatuck to Middlebury and Woodbury, connecting for Litchfield and north, making a New Haven-Litchfield route, alternate to the better-known line through Waterbury. Complete running directions and mileage will be compiled for a subsequent edition; meanwhile the tourist desiring to follow any of them will find an aid in the notes given here—also in the map page 171 and the larger maps of this district in front of book.

FOR THIS AND OPTIONAL EXITS SEE NEW HAVEN CITY MAP, PAGE 143

(The first 12 miles north and west to Seymour; thence (1) across the Naugatuck Valley to Oxford and Southbury; or (2) up the valley to Naugatuck and across to Middlebury and Woodbury.)

MILEAGES
Total Intermediate

0 0 **NEW HAVEN**, north side City "Green."

Start west on Elm St. 1-4 mile to Broadway; bear right on Broadway, passing to right of first small triangular park and to left of second park just beyond. Thence with double-line trolleys out Whalley Ave. to and through Westville (2.5 M); at fork just beyond small stone bridge (3.5 M—factory on right) take left—leaving road to Carrington Hill and Bethany on right.

Continue on main road north upgrade, winding and partly macadam, ascending short steep hill to sign, "Dangerous Corner, Blow Horn" (store on left—7 M). Here turn 90° left, thence westerly downgrade, winding along south side of small stream.

Nearing Seymour cross (1) gray stone bridge and (2) red wood bridge; at next fork take right. Continue past gaily painted factory to end of road at North Main St. (just north of R.R. station and business center),

12 12 SEYMOUR. (*Route to Naugatuck for Middlebury and Woodbury—continued in 3rd following paragraph.*)

CONNECTION FROM THIS LINE TO OXFORD AND SEYMOUR: turn 90° left down the main street of Seymour to the R.R. station, where turn right (west) through covered bridge over the Naugatuck River. Continue on macadam, winding road upgrade; about one mile out, cross wood bridge and turn 90° right—thence in a northwesterly direction, following the main road to Oxford.

Pass through Oxford, bearing left (hotels on left and church on right); thence in a northwesterly direction to Southford. Here take left fork (right goes to Towantic, etc.); continue in the same general direction to Southbury, where connect with the Waterbury-Danbury route (by left turn) for Bennets Bridge, Newtun and Danbury—see pages 188-189. For Woodbury, Bethlehem and points north continue nearly straight ahead through Southbury.

Continuing up the valley from Seymour to Naugatuck, without the turn down into Seymour, turn 90° right onto the main road up the Naugatuck Valley, bearing left with trolley (12.7 M). Where tracks leave (to left—14.4 M), run straight ahead on main road through Beacon Falls (15.5 M).

Continue through town under trolley arch (15.9 M) and under R.R. (17.7 M); just beyond (17.8 M) cross wood bridge. At fork immediately beyond, take left—caution for numerous sharp curves along the Naugatuck River—curving left past iron watering trough in reverse fork (on right—19.1 M) into the main street of

19.3 7.3 NAUGATUCK. (*Route to Waterbury continues straight ahead.*)

CONNECTION FROM THIS ROUTE TO MIDDLEBURY AND WOODBURY: (The first part of this road from Naugatuck to Middlebury, built largely by private subscription—is one of the best in the State.) Leaving the Derby-Waterbury main road by turning left 90°, cross bridge over Naugatuck River; at park turn 90° right and proceed up Main St., bearing left at outskirts of town. The road is easily followed until it merges with the Waterbury-Middlebury road about one mile from Middlebury; there turn 90° left—Splendid road and easy grade.

The road from Middlebury Center to Quassipaugh Lake is fine and easily followed in a westerly direction. South of Quassipaugh there is a mile of poor, swampy

road, but it improves into Woodbury. There is a steep hill (Sherman Hill) as the road dips down into the Pomperang Valley, in which Woodbury is located; at foot of Sherman Hill turn right for Woodbury (one mile); or turn left for Southbury (4 miles.)

New Haven Section, Special Note.

NEW HAVEN CONNECTIONS TO LONG ISLAND

A glance at the map page :34 will show a curious fact—the lack of regular steamboat connections from New Haven, the largest city and most important route center on the Connecticut South Shore, across the Sound to Long Island. The tourist desiring to run from New Haven to the Metropolitan District via the L. I. North Shore will therefore take Route No. 1 of this section to either (1) Bridgeport or (2) S. Norwalk, from which points boats cross regularly to (1) Pt. Jefferson or (2) Huntington, L. I.

On account of the increasing amount of road travel from Boston, Providence, the Rhode Island Coast resorts, etc., crossing the Sound from London to Greenport, the principal New England-Long Island connections are given in that section. These connections read from Greenport to the Metropolitan District via either the North Shore (through Riverhead, Pt. Jefferson and Huntington) or the South Shore (through Sag Harbor, Bridgehampton, Southampton, Patchogue and Babylon).

Hence on runs from New Haven to the North Shore of Long Island via either Bridgeport-Pt. Jefferson or S. Norwalk-Huntington, directions all the way to New York may be had by referring to the New London section, although, of course, the mileage will be reckoned from the eastern end of the Island. Conversely, on runs from S. Norwalk or Bridgeport via Huntington or Pt. Jefferson to points on the eastern part of Long Island, directions all the way to the Greenport-New London steamboat docks may be had by referring to pages 36-137 of the Preface section, although, of course, the mileage will be reckoned from New York.

LOOSE BOLTS AND POUNDING

Among the frequently overlooked causes for an engine pounding may be included the loose engine or cylinder bolt. At each ignition the piston is forced down and the crank is forced around in one direction, while there is a tendency for the cylinder to be forced up and round in an opposite direction. At each ignition, if the bolts holding the cylinder down are loose, there will be a metallic knock difficult to locate, but very easily remedied when discovered. A loose key in the fly-wheel is another fruitful source of motor pounding, to which must also be added pre-ignition due to any cause, and worn bearings.—From *The Automobile*.

**RELIABLE
ACCURATE
DURABLE**

See pages
20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

"THE MOST ATTRACTIVE HOTEL IN NEW ENGLAND"

European
Plan

THE ELTON

WATERBURY, CONN.

Opened
May,
1905



The only hotel
included twice on

THE IDEAL TOUR the famous 1,000 mile
trip of New England

ALMON C. JUDD
Manager



Write for ELTON
Route Book and
Ideal Tour Booklet



Main Dining Room

Lobby



Grill Room

THE E. H. TOWLE CO. GARAGE

DIRECTLY OPPOSITE THE ELTON

Unsurpassed facilities and capacity for the accommodation of
one hundred machines

REPAIRS, SUPPLIES AND SUNDRIES

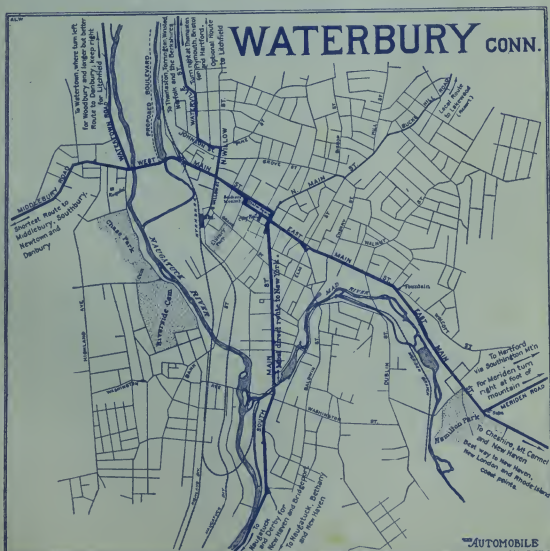
WATERBURY-DANBURY, CONN., SECTION.

WATERBURY { **HOTEL**—The Elton, Main St., north side of Square.
GARAGE—The E. H. Towle Co., opposite Hotel Elton.

DANBURY { **Green's Hotel**, Main St., near West St.; garage in con-
 City map page 191 { nection. Pyramid Motor Car Co., 314 Main St.

ROUTES COVERED IN THIS SECTION

- No. 1. Waterbury to Stratford and Bridgeport, Conn.; most direct route also to Norwalk, Stamford, Portchester, New Rochelle and New York City.
- No. 2. Waterbury to New Haven, Conn., via (1) Cheshire or (2) Seymour.
- No. 3. " " New Britain and Hartford, Conn.; two complete routes.
- No. 4. " " Pittsfield, Mass., with principal alternates en route.
- No. 4A. " " "Litchfield," Conn. (extended to the Berkshire Hills—and occasionally used alternate to No. 4); with return route.
- No. 5. Danbury to Pittsfield, Mass., via New Milford, Kent and Canaan, Conn.
- No. 6. Waterbury to Danbury; two routes. Connecting at Danbury for New York City via Bedford and White Plains (No. 7), or via Lake Mahopac and Briarcliff Manor (No. 7A); or for Peekskill-Poughkeepsie (No. 11).
- No. 7. Danbury to New York City via Bedford and White Plains, N. Y.
- No. 7A. Danbury to New York City via Lake Mahopac and Briarcliff Manor.
- No. 8. " " (a) Stamford, (b) Norwalk and (c) Bridgeport, Conn.
- No. 9. " " New Haven, Conn., via Stepney, Huntington and Derby.
- No. 10. " " Watertown and Waterbury, Conn.; two routes.
- No. 11. " " Lake Mahopac, Peekskill and Poughkeepsie, N. Y.



MAP SHOWING ROUTES THROUGH WATERBURY, CONN.; DANBURY MAP, PAGE 191.

WATERBURY TO BRIDGEPORT, CONN.—32.1 MILES

Via Naugatuck, Beacon Falls, Seymour, Derby, Shelton and Stratford, connecting for Norwalk, Stamford, New Rochelle and New York. A scenic trip, down the Naugatuck River Valley to Shelton, thence along the lower Housatonic River Valley, merging with the Shore Line at Stratford.

FOR THIS AND OPTIONAL EXITS SEE WATERBURY CITY MAP, PAGE 167

(Mostly good macadam; numerous sharp curves and frequent trolley crossings.)

MILEAGES
Total Intermediate

0 0 WATERBURY, Center Square & Main St.

Run down S. Main St.—stone block pavement in business center—following trolleys under RR. (8-10 M); at fork (1.2 M) keep right on main road and left on main road at next fork (2.7 M). Continue on macadam along river through Union City (3.9 M); pass cemetery (on left) and speed-warning sign (on right) entering

4.9 4.9 NAUGATUCK. (Bridge across Naugatuck River—over to right.)

Direct through, curving left to iron watering trough in fork leaving town (5.1 M); here—signs, “Beacon Falls,” “Seymour,” take right with car-tracks down valley to 3-corners (6.4 M). Bear right, immediately over wood bridge and under RR. (6.5 M); slow down for sharp curves as road comes along Naugatuck River, passing under trolley arch (8.3 M) into Beacon Falls (8.7 M).

Follow main road, shortly running between trolley retaining wall (on left) and river (on right)—narrower, and more sharp curves. Picking up trolley (from right—9.8 M), follow same to fork (11.5 M); here take right across small iron bridge (12.2 M), curving right just beyond under RR. (12.3 M) past station (on left—12.4 M) into

12.5 7.6 SEYMOUR. (For Ansonia, follow this line out of Seymour, taking left fork with trolleys at 16.1 M).

Follow downgrade on Main St. to fork (12.6 M); here (where left runs under RR. arch), turn 90° right across bridge over Naugatuck River. At once cross smaller bridge, taking first left beyond (12.7 M); thence nearly direct south, keeping left on main road at fork (13.6 M).

Coming to start of trolley line (15.7 M) follow same until tracks turn left (16.1 M—for Ansonia); keep straight ahead, picking up trolleys (from left at watering trough, in front of stone church—17.2 M). Again follow tracks, keeping right with same at fork (17.4 M) into Elizabeth St., passing Public Library (on left) into

17.7 5.2 DERBY, Park and Soldiers' Monument on left.

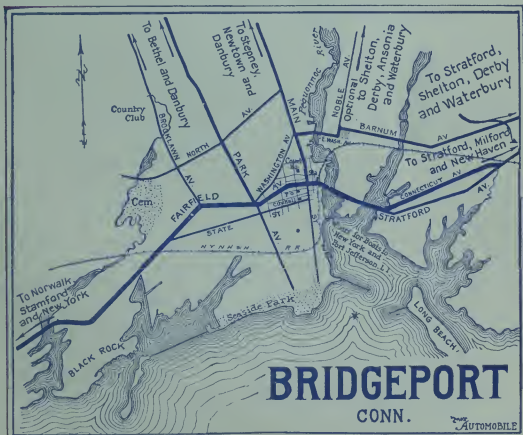
Continue through on stone block pavement to end of Elizabeth St. (18 M); here turn 90° right, downgrade on Main St. Take next left (18.1 M) direct over long bridge across the Housatonic River (18.2 M) to stone watering trough in open square, Shelton (18.3 M).

Turn 90° left with trolleys upgrade past gas plants and factories (on left)—caution (19.4 M) for sharp right turn (away from trolleys into woods), with sharp left back to car-tracks again (19.5 M)—fine views! Continue with trolleys 3.6 miles; then (23.1 M—Pine Rock Park on right), curve right, downgrade—caution for sharp left turn over iron bridge (23.2 M).

Picking up trolleys (from left—23.7 M), follow same to where tracks leave main road (24.4 M); continue straight ahead past church (on right—24.8 M); cross trolleys (25.7 M), running closer along river (on left). Picking up car-tracks again (26 M), follow them past small park (on right—27.4 M) through Main St., straight ahead under RR. (28.2 M) to iron watering trough in open square.

28.4 10.7 **STRATFORD.** (*The Shore Line from New Haven and Milford comes in from the east at this point.*)

Run nearly straight ahead with trolleys; short distance beyond (28.8 M), turn right with car-tracks, which follow to fork just beyond cemetery (30.1 M). Here leave trolleys to left, bearing slightly right on Connecticut Ave., across single RR. track (grade—31.2 M), picking up trolleys again (from left—31.3 M). Follow same across iron bridges (31.4



Map of automobile routes into, through and out of Bridgeport, Conn.

HARRIS
(REGISTERED)
OILS

Guy Vaughn, winner of four out of five races, Brighton Beach, August, 1907, including Manhattan championship, writes: "I cannot say too much for Harris Oil."

M & 31.8 M) under RR. viaduct (31.9 M); thence along Fairfield Ave. to Main St., center of

32.1 3.7 BRIDGEPORT, Main St. & Fairfield Ave.

Atlantic Hotel, Fairfield Ave. near depot; Young's Restaurant, 65 Cannon St., near P. O.; Miller's Garage, 554 Fairfield Ave.; Blue Ribbon Garage, 291 Fairfield Ave.; Bridgeport Auto Co., 388 Fairfield Ave.; Rantz & Bentley Garage, 625 State St.

This route continued to Norwalk, Stamford, Portchester, New Rochelle and New York in New Haven section, Route No. 1, pages 147-151.

Waterbury-Danbury Section, Route No. 2

WATERBURY TO NEW HAVEN, CONN.—TWO ROUTES

Both good—practically throughout: (1) out E. Main St., through Cheshire and Mt. Carmel, entering New Haven by Whitney Ave.; (2) out S. Main St., through Naugatuck, Beacon Falls and Seymour, thence south-east, entering New Haven by Whalley Ave.-Broadway-Elm St.

Of the various ways between Waterbury and New Haven shown on the map page 171, these two are by far the most-used, and provide the quickest, most satisfactory runs—either one-way or round trips. The middle part of the intermediate route via Naugatuck, Bethany and Carrington Hill (a trifle the shortest of all) is poor and generally avoided, while the occasionally-used line down from Seymour to Derby adds distance without compensating advantage.

1. VIA CHESHIRE AND MT. CARMEL—26 MILES

From the "Green" run east on East Main St. (a few signs, "Broadway"), with double-track trolleys, past large High School (on left). At fountain in fork (church on left), bear right, still with car tracks on broad new road. $1\frac{1}{2}$ miles out (immediately beyond cemetery gate on right) leave trolleys, turning sharp right—dangerous curve, drive slow—*short distance* to Wedge's Corner.

Turn left under concrete trolley bridge, direct ahead to four corners (frame schoolhouse on right); here keep right—the center road—winding and narrow through woodland, with frequent sharp, hidden turns. At fork 6 miles out (signs), bear right; 1 mile beyond wind downgrade through cross-roads, over small bridge, intersecting trolley.

Follow tracks under RR., bearing right immediately beyond—away from trolley—to West Cheshire (9 miles). Straight ahead over grade crossing (depot on right), upgrade to "T" in road, again meeting trolley.* Turn right with tracks, *shortly bearing right around brick church* (on right), passing to left of park with small monument, village of

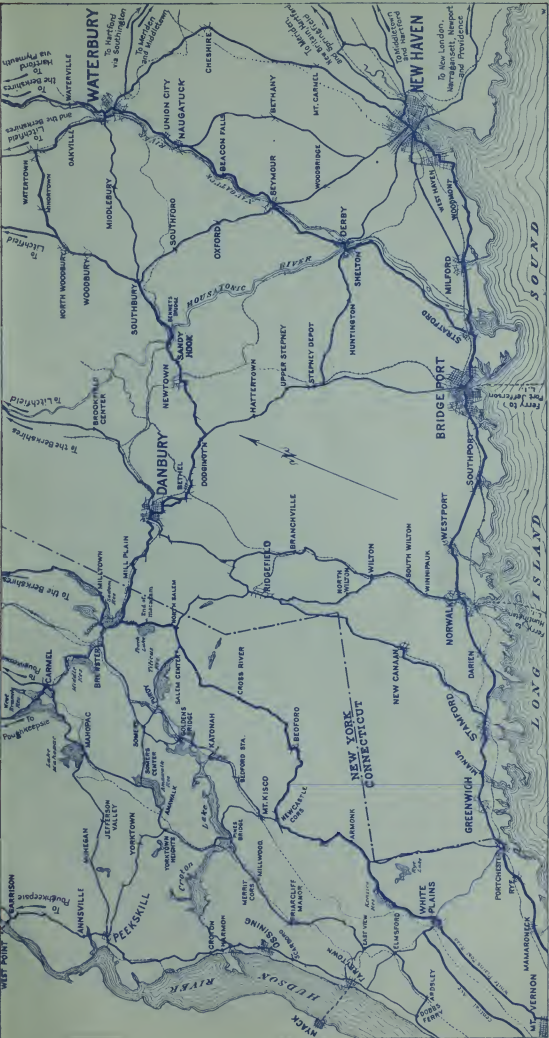
CHESHIRE

10 miles from Waterbury

*Turn left here for Waverly Inn and garage, opposite trolley station.

Straight ahead with trolleys, good level road, past Mt. Carmel (rising sheer on left), and through Mt. Carmel village (trolley transfer station on right), 18 miles. Fine macadam, signs "Whitney Ave." most of way to New Haven. Direct and unmistakable through Centerville (brick Town Hall on right), 21 miles.

At fork $1\frac{1}{2}$ miles beyond Centerville, bear right with trolleys, soon crossing bridge over narrow lake into Whitney Ave., splendid new macadam. Continue downgrade past factory (on left), and through



MAP OF PRINCIPAL ROAD CONNECTIONS BETWEEN THE WATERBURY-DANBURY SECTION AND LONG ISLAND SOUND, TOGETHER WITH OUTLINE OF THE INTERSTATE TERRITORY ON THE LOWER EAST SIDE OF THE HUDSON RIVER.

fine residence district onto brick pavement, which follow to fork of streets at head of small triangular park. Bear right (leaving trolley and brick pavement), into Temple St., direct to City "Green."

NEW HAVEN

26 miles from Waterbury

For hotels, garages, city map, and various diverging routes, see title page, New Haven section, page 143.

2. VIA NAUGATUCK, BEACON FALLS AND SEYMOUR—24.2 MILES

(Down the Naugatuck Valley 12.2 miles to Seymour, thence south and east 12 miles to New Haven.)

MILEAGES
Total Intermediate

0 0 WATERBURY, Center Square & Main St.

Run down S. Main St.—stone block pavement in business center—following trolleys under RR. (8-10 M); at fork (1.2 M) keep right on main road and left on main road at next fork (2.7 M). Continue on macadam along river through Union City (3.9 M); pass cemetery (on left) and speed-warning sign (on right) entering

4.9 4.9 NAUGATUCK. (Bridge across Naugatuck River—over to right.)

Direct through, curving left to iron watering trough in fork leaving town (5.1 M); here—signs, "Beacon Falls," "Seymour," take right with car-tracks down valley to 3-corners (6.4 M). Bear right, immediately over wood bridge and under RR. (6.5 M); slow down for sharp curves as road comes along Naugatuck River, passing under trolley arch (8.3 M) into Beacon Falls (8.7 M).

Follow main road, shortly running between trolley retaining wall (on left) and river (on right)—narrower, and more sharp curves. Picking up trolley (from right—9.8 M), follow same about 1 3-4 miles; just before coming to railway viaduct (red wood factory on corner), turn 90° left.

12.2 7.3 SEYMOUR. (This turn is just above RR. station and business center.)

Proceeding easterly bear right across (1) small iron bridge, taking left fork short distance beyond over (2) red wood bridge; then bear right and soon cross (3) gray stone bridge, continuing along south side of stream to fork with sign (16.5 M). Here keep right, upgrade to end of road or triangle (store on right—17.2 M); turn right, descending short steep hill.

Continue on main road south, winding and partly macadam, downgrade most of way, picking up trolleys at village of Westville (21.7 M). Thence with car-tracks all way into Whalley Ave. to end of same, and through small portion of Broadway into Elm St., running alongside College buildings,

24.2 12 NEW HAVEN, north side of City "Green."

For hotels, garages, city map and various diverging routes, see title page New Haven section, page 143.

WATERBURY TO HARTFORD, CONN.—TWO ROUTES

(1) *Over Southington Mountain, then through Plantsville, Southington, Plainville and New Britain;* (2) *via Thomaston, Plymouth and Bristol to Plainville, coinciding there with No. 1. Connection from No. 1 to Meriden.*

These two routes are practically interchangeable between Waterbury and Hartford, except for one very bad grade on each, namely Southington Mountain (on No. 1) and Plymouth Hill (on No. 2). High-powered cars will have no serious trouble with either. Fortunately, the hard climbs are in opposite directions—Southington Mountain westbound and Plymouth Hill eastbound. Consequently to Hartford No. 1 is preferable, returning from Hartford the advantage is with No. 2—useful point in planning round trips.

1. To Hartford over Southington Mountain—33 miles

From the "Green," run east on East Main St. (a few signs "Broadway"), with double-track trolleys past large High School (on left). At fountain in fork (church on left), bear right, still with car tracks; $\frac{1}{2}$ mile beyond turn *sharp left* into the Meriden Road (sign).

Direct upgrade along ravine; at Mill Plain (large) schoolhouse, on left, bear right past church and cemetery, downhill over narrow bridge. Pass through cross-roads, into woods; then up winding but unmistakable road, sandy in places. Pass Hitchcock's Pond (on left); at fork keep right, upgrade.

Steady, not difficult eastbound grades to summit of Southington Mountain; superb views of Meriden (to right) and West-of-Hartford towns (straight ahead). *Very abrupt descent, with sharp right and left curves.* Keep good control, passing through woods to

4 corners near foot of

SOUTHINGTON MOUNTAIN

7 Miles from Waterbury

[Right turn at these 4-corners leads to Milldale and Meriden.]

Go straight through more downgrade, over narrow bridge with bad approaches (caution). At first "T" in road, turn left; at fork immediately beyond bear right, winding, mostly level, past cemetery (on left).

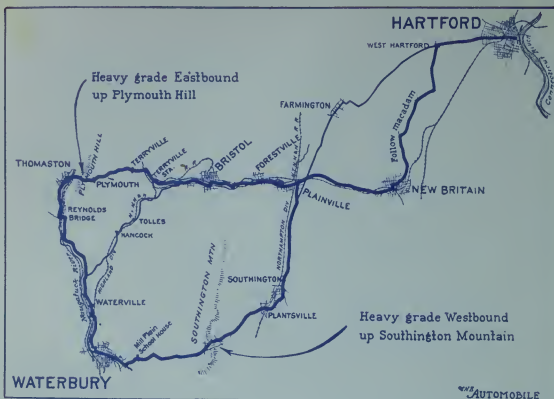
Pass another small cemetery, on left, continuing downgrade past factory (on left) and across bridge. Turn right immediately beyond bridge, crossing RR. at grade (depot on right), and over small iron bridge into Plantsville (10 miles).

Direct through on macadam, meeting trolleys and bearing gradually left; at greenhouses entering Southington, keep right on macadam, leaving car tracks. Pass town library (on right), straight ahead along park with fountain and monument (on left), Southington, 12 miles. Thence direct north with trolleys, fine macadam to iron fountain direct north into

PLAINVILLE CENTER

17 Miles from Waterbury

Turn 90° right (east), to and over dangerous grade crossing, leaving trolley which bears to right. [For Farmington turn left $\frac{1}{4}$ mile east of Plainville and run north about 4 miles, see map.] Keep straight ahead, with general course of RR. on upper side of same until crossing



bridge over tracks to lower side 1 mile west of New Britain. Meet trolley, following same into West Main Street to intersection of Main Street (at right angles in center of town).

NEW BRITAIN

22 Miles from Waterbury

The Corbin Garage, Chestnut and Elm Sts.

Turn 90° left, straight ahead across RR. (at grade, caution), taking *second right turn beyond RR.* into East Main Street. At fork two blocks beyond, bear left into Hartford Avenue—direct, mostly good macadam, with two sharp curves to 4-corners at top of Elmwood Hill, intersection of West Hartford Road, 27½ miles.

Turn left, straight ahead 2 miles along ridge to West Hartford Center (29½ miles), intersecting trolleys. Turn right (stone church on right-hand corner), down Farmington Avenue, following trolleys, excellent macadam all way into Hartford. Pass under RR. viaduct (depot on left) into Asylum St.* to business center of

HARTFORD

33 Miles from Waterbury

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

*On quick through trips to points north via the route on the west side of the Connecticut River, see city map page 213 for short-cut from Asylum St. through either High or Trumbull St. to Windsor Ave. (saving some distance and cutting out the crowded business center).

2. To Hartford via Thomaston and Bristol—37½ miles

(See introductory paragraph at head of No. 1)

Leave Waterbury exactly as in Route No. 4, which see for full running directions, up the Naugatuck Valley through Waterville (3 miles) and across Reynolds Bridge (7½ miles) to Thomaston. Keep to right of village park (straight ahead for Torrington, Winsted, etc.). entering

THOMASTON

9 1-2 Miles from Waterbury

At "Green" turn right across two small bridges and over bad RR., crossing at Thomaston station (on right), upgrade on main road to foot of Plymouth Hill. Ascend steepest grades on route to Plymouth Village (11 miles); go through, keeping left at fork beyond (with many signs). Meet trolley coming into Terryville (13½ miles).

Follow car tracks through town past fountain (on right) and Town Hall (on left), mostly winding macadam along stream, passing under RR. at Terryville station (on left). Keep with trolleys except as they leave main road, to lower edge of Bristol. Turn square left over small bridge to iron fountain (on right).

BRISTOL

17 1-2 Miles from Waterbury

Parsons Auto Station.

Unless going to center of city (on left), turn 90° right at fountain, following trolleys to sharp left turn under RR. Bear immediately right along lower side of same, winding to Forestville (20 miles). Turn right in center of village and first left, straight ahead across RR. at grade, meeting trolleys, which follow, over another RR. crossing (depot on left) at

PLAINVILLE CENTER

21 1-2 Miles from Waterbury

Straight through village, intersecting No. 1 (Waterbury to Hartford via Southington Mountain). Follow No. 1, which see for full running details, through New Britain (26½ miles), to 4-corners at top of Elmwood Hill (32 miles) and West Hartford Center (34½ miles) to .

HARTFORD

37 1-2 Miles from Waterbury

For hotel, garages, city map and various diverging routes, see title page, Hartford section, page 213.

Waterbury-Danbury Section, Route No. 4

WATERBURY TO PITTSFIELD, MASS.—80 MILES

Direct route to the Berkshire Hills, via Thomaston, Torrington, Winsted and Norfolk, Conn., and Great Barrington, Mass. Roads mostly good throughout.

The principal route from Long Island Sound and western Connecticut points to the Berkshires, and approximately the upper half of the through line from New York to Pittsfield via Bridgeport or New Haven—making a full alternate to the New York-Pittsfield route via Poughkeepsie or Hudson.

From the "Green" run west on West Main Street; two blocks beyond Soldiers' Monument turn right—with trolleys—into North Willow Street. Straight ahead two blocks (part way uphill); then bear left, leaving car tracks, two blocks on Johnson Street. Two blocks beyond again turn right into Waterville Street, which winds unmistakably into the Waterville Road.



THE WARNER AUTO-METER

could not be better made—money cannot buy better material or secure better skill than we employ in the manufacture of the Auto-Meter.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Direct up the Naugatuck River Valley, over "built-up" road skirting right side of river; fine views. Two miles out turn sharp left under RR. (caution), and immediately right along same, mostly fine macadam; meet trolleys entering

WATERVILLE

3 Miles from Waterbury

Pass hosiery mill (on right) to end of trolley, continuing straight ahead to more built-up road, direct and unmistakable, past one small bridge (on left). Run by small RR. station (on left) to Reynolds Bridge ($7\frac{1}{2}$ miles from Waterbury), RR. danger sign on right.

Caution. turn left, over single RR. track at grade, onto this bridge, and cross Naugatuck River. Immediately beyond turn right and follow along west side of same, bearing left past old mill (on right). Several bends and one sharp left curve, past Seth Thomas' clock factory (on right), keeping to *left* of village park, entering

THOMASTON

9 1-2 Miles from Waterbury

Straight through village, past fountain and stone church (on right); thence over main road between foothills and river, winding through Fluteville hamlet ($12\frac{1}{2}$ miles). Narrow but good along RR. to grade crossing (*extreme caution*; difficult to hold large car on sharp right curve at river's edge.)

Continue to right across river and up east side of same through picturesque "Notch;" use horn on numerous curves. At white wood bridge, turn left, again across Naugatuck River and over dangerous RR. crossing, swinging immediately right along tracks to

EAST LITCHFIELD

17 Miles from Waterbury

Pass sign on left, "Litchfield 4 miles," keeping directly up the valley, over another dangerous RR. crossing. Nearing Torrington pass Driving Park (on right), straight ahead, meeting trolley; continue with same on main street to business center of

TORRINGTON

20 Miles from Waterbury

Conley's Inn. Con's Auto Station.

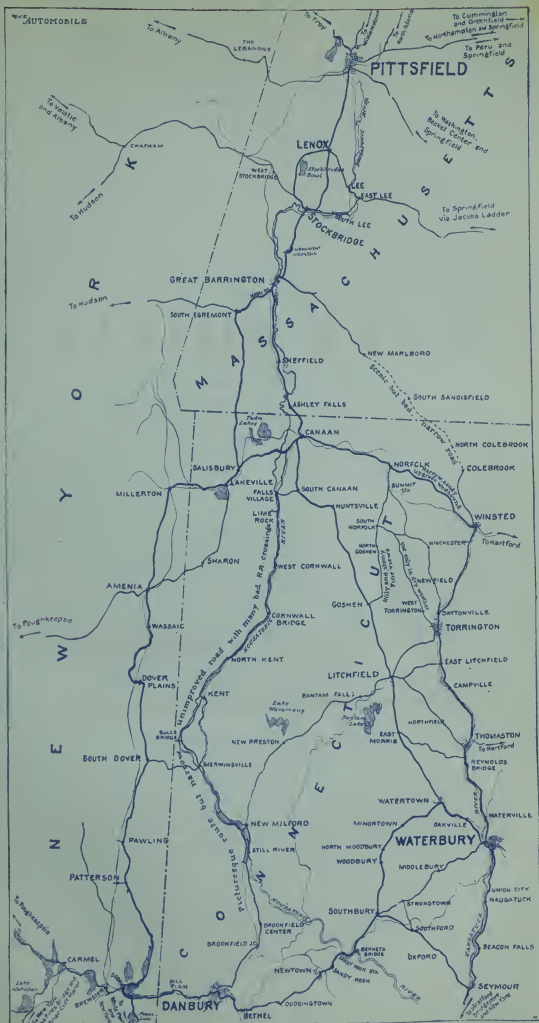
For Torrington-Norfolk cut-off—useful at times—see "Alternates Waterbury-Pittsfield Route," page 180, and map on opposite page.

Straight ahead through town following trolley, excellent macadam past library and large school (both on right). At Daytonville (hamlet just above), turn right across trolley and follow same until tracks leave main highway. Road winds along RR., some sand, through woods into Burrville (26 miles).

Bear left and direct, soon winding under trolley bridge; use horn on more curves and watch for another RR. crossing. Pass Standard

HARRIS
(REGISTERED)
OILS

Do not let dealers argue about it, just insist upon having Harris Oils and know you have the best.



MAP OF PRINCIPAL ROUTES BETWEEN WATERBURY-DANBURY,
CONN., AND THE BERKSHIRE HILLS.

HOTEL WINCHESTER

WINSTED, CONN.

on route to Berkshires from both Hartford and Waterbury.
Hotel centrally located near principal Garage. Rates from \$2.50 up.
An excellent place to stop and refresh yourselves.

Norfolk Inn, Norfolk, Conn.,

under same management, located in Litchfield Hills at the
entrance to the Berkshires. A very comfortable stopping place.

SCHOFF & SAUTER, Proprietors

PARK HOTEL

WINSTED,

Litchfield Co., CONNECTICUT.

First Class Family Hotel.

W. P. BEERS, Manager.

AUTO PARTIES ACCOMMODATED.

Dinner from 12 to 2 P.M.

Supper from 6 to 7.30 P.M.

HOME COOKING.

'Phone 392-3

PROMPTNESS

RELIABILITY

RIGHT RATES

TAYLOR'S GARAGE

Great Barrington, Mass.

Official Automobile
Station

MOST COMPLETE FACILITIES FOR DIFFICULT
AND FINE MACHINE WORK OF ALL KINDS

Best Equipped Repair Shop in Western Massachusetts

EXPERT WORKMEN ALL ACCESSORIES

CARS AND CHAUFFEURS BY DAY OR TOUR

NEVER CLOSED

LONG DISTANCE TELEPHONE

RAILROAD STREET

Oil tank (on left), and again cross RR. at grade, continuing uphill between depot (on left) and cemetery (on right).

At fork beyond keep right across bridge (Mad River) into Winsted. Turn immediately left (brick factory with belfry on left), leaving "Green" with monument over to right. Follow trolley short distance westward on Main St.,

WINSTED

30 1-2 miles from Waterbury

Winchester Hotel, Main St.; Park Hotel.

Follow trolley through business center; at fork (stone church on right) keep left along river through West Winsted. Pass small bridge on left; at fork, sign "Norfolk 9 miles," keep left, uphill past brick factory (on left). Road winds along ravine and through woods, emerging for two sharp dangerous curves under RR., vicinity of Colebrook station (over to left).

Next 5 miles to Norfolk hardest on trip—a continual upgrade; narrow, some ruts and a good deal of sand. Part of way woods line both sides of road; no running directions necessary.

At end of sandy road go through 4-corners (signs), passing pond on right. Fine views from top of grade, Norfolk village nestling ahead and below. Descend grade, signs "Greenwood's Road *East*," the main entrance into

NORFOLK

40 1-2 miles from Waterbury

Norfolk Inn; Hillhurst House.

Pass village park (on left); at end of same bear right, still down-grade, signs "Greenwood's Road *West*." At fork foot of grade, sign "Canaan 7 miles," turn left, good but narrow along millrace (on left).

Road gradually widens and improves past creamery, on left; more fine views! Direct across narrow bridge over creek and past cemetery through East Canaan (RR. station on left), 46 1-4 miles. Continue along valley ridge, following course of RR., crossing under same, and passing condensed milk factory (on left) into the main street of

CANAAN, CONN.

48 1-2 miles from Waterbury

Canfield Inn. Canfield Auto Station.

Continue through, over *two* RR. crossings in village. Immediately after second crossing take first right, fine stretch of macadam along RR. Shortly cross tracks again to interstate line, noting Massachusetts "Slow-down sign" just beyond. Wind across two small bridges, keeping to right of small park, village of

ASHLEY FALLS, MASS.

51 1-2 miles from Waterbury

Direct past marble quarry (on right) to another grade crossing; thence along right side of RR. Bear right—away from tracks—entering Sheffield (54 1-2 miles); pass two white churches (on left) and between rows of magnificent elms. Straight ahead through town across iron bridge and past cemetery (on left).

Follow course of RR. (one more crossing), keeping right at fork, sign "Great Barrington." Look out from now on for autotraps, es-

pecially Sunday afternoons. Rolling and winding road, narrow in places, but excellent surface throughout, shortly intersecting trolley. Continue with tracks into Main St., past Housatonic Fair Grounds (on right) and cemetery (on-left); fine broad macadam into

- 60.5 9 **GREAT BARRINGTON.** Berkshire Inn. John N. Easland, Main St., Garage; Charles S. Taylor, Railroad St., Garage.

Continue with car-tracks up Main St. to iron watering trough (60.9 M); here turn 90° right across bridge over Housatonic River to fork short distance beyond (61.4 M). Take left with car-tracks on State Highway, straight ahead about 2 miles to foot of Monument Mountain. Cross trolley (63.4 M), bearing right up short, winding grades, crossing RR. (67.1 M) and trolley again (67.3 M) to monument, center of

- 67.5 7 **STOCKBRIDGE.** Red Lion Inn; Heaton Hall. Morrissey's Garage; Wookey's Garage.

Turn 90° right between monument and Red Lion Inn to fork (67.8 M); here take left on new State macadam. Thence direct past magnificent homes, gardens and fields to Episcopal Church (on right); here keep left to obelisk in road.

- 73.5 6 **LENOX.** The Aspinwall; Curtis Hotel. Morse Garage, Church St.

Turn right between monument and hotel, direct up and down several grades; excellent State macadam all way—fine views! Meeting trolley line, follow same into South St. to small park (on right), center for all routes into, through and out of

- 80 6.5 **PITTSFIELD.** North, South, East & West Sts.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

ALTERNATES: WATERBURY-PITTSFIELD ROUTE

1. *Torrington-Norfolk cut-off*; (2) *Great Barrington-Stockbridge via Glendale*; (3) *additional routes Stockbridge-Lenox*.

For the convenience of through travel the Waterbury-Pittsfield route has been first given as most-used, without reference to the various alternate lines which may be taken as opportunity offers. An excellent variety of round trips may be arranged in both directions, as the map on page 177 suggests.

1. *Torrington-Norfolk cut-off—15 miles*

Map shows short line between these points, useful on occasions, saving 5½ miles as compared with the run through Winsted, and avoiding the long sand stretch between Winsted and Norfolk. However, it follows Hall Meadow Brook for several miles, and should not be taken in wet weather.

Using this cut-off, turn west from the square, Torrington, into Water Street, crossing RR. Immediately thereafter bear right into Migeon Avenue, keeping same direct to West Torrington (2 miles). Cross stream and continue on main road, crossing same brook four times

more to South Norfolk (11 miles). Bear right and continue direct north, crossing RR. once at grade and shortly under tracks, entering along lower edge of "Green," Norfolk, 15 miles from Torrington.

2. *Great Barrington-Stockbridge via Glendale—9 miles*

An optional route on the west side of the Housatonic River, starting direct north from Main Street, Great Barrington. At watering trough on upper edge of town (where main stem route turns right across bridge), turn sharp left, dangerous curve under RR.

Thence right along general course of RR., on west side of valley, through Van Deusenville, and Housatonic to Glendale, all small places, close together. After crossing trolley track beyond village store, Glendale, turn right at second fork and continue east $1\frac{1}{2}$ miles to Stockbridge, 9 miles from Great Barrington, as against 7 by the other route.

Map also shows how it would be possible to extend this line direct north through Interlaken, and along the west side of Stockbridge Bowl to Lenox, where join the main stem already given in full detail. It is probably not often that this option would be used; and if so it can be found without difficulty.

3. *Two more routes—Stockbridge to Lenox*

(a) At Red Lion Inn corner (where principal route turns right) continue north, taking first road to left. Pass Heaton Hall, residence of former Ambassador Choate, and other fine cottages. Continue on east side of Stockbridge Bowl, avoiding right-hand fork; at next fork turn right into Lenox, 7 miles from Stockbridge.

(b) At Red Lion Inn corner turn left on Main Street, $\frac{1}{2}$ mile to cemetery corner, where turn right. $\frac{1}{2}$ mile beyond turn left and $\frac{3}{4}$ mile farther right, through Interlaken (on west side of Stockbridge Bowl) to Lenox, $7\frac{1}{2}$ miles from Stockbridge.

Waterbury-Danbury Section, Route No. 4A

WATERBURY TO LITCHFIELD, CONN.—17 MILES

Via Watertown, with extension route Litchfield to Great Barrington' Stockbridge, Lenox and Pittsfield, Mass., through Goshen and Canaan' Conn., making an alternate to Route No. 4, from Waterbury and points below to the Berkshire Hills.

FOR THIS AND OPTIONAL EXITS SEE WATERBURY CITY MAP, PAGE 167

MILEAGES
Total Intermediate

(Shortest and best way to Litchfield.)

0 0

WATERBURY, north or south side Center Sq.

Start nearly west on W. Main St. past Soldiers' Monument at end of "green" (1-10 M); thence with trolley under RR. (5-10 M—brass works on left). Straight ahead across iron bridge over Naugatuck River to 4-corners immediately beyond (7-10 M); here turn 90° right with car-tracks.

Follow car-tracks up west side of river past iron watering trough (in fork on left) and old Driving Park (on right); at fork (1.9 M), keep left—bearing away from the Nauga-

LITCHFIELD INN

LITCHFIELD, CONN.

CENTRALLY LOCATED ON NORTH STREET

Homelike in its Appointments Excellent Cuisine and Service

Special Attention Paid to the Comfort of Touring Parties

Moderate Prices Garage

GEO. H. BROWNE, Proprietor

tuck Valley. Where trolleys leave to right (3 M), run straight ahead; picking up tracks again just beyond (3.2 M), follow them under RR. at Oakville (3.3 M).

Continue through village in front of brick factory (on right), upgrade past pond (on left) to next fork (3.7 M): here keep left with trolley over stone bridge (3.8 M). Caution for sharp left curve under RR. (4.3 M) and immediately sharp right on broad winding road; pass stone retaining wall (on left), direct ahead up slight grade to brick Town Hall and park (on left), center of

5.9 5.9 **WATERTOWN.** (*Route from Watertown to Danbury via Watertown turns left at this point.*)

Straight ahead through village; at foot of grade leaving town take left-hand road, avoiding sharp descent; just beyond keep right. At top of long hill 1 mile further (signboard, "Litchfield 9 miles"), keep left; thence direct through the hamlet of East Morris to

17 11.1 **LITCHFIELD.** Litchfield Inn.

EXTENSION OF THE ROUTE TO GREAT BARRINGTON, STOCKBRIDGE, LENOX AND PITTSFIELD, MASS.—MAKING A WATERBURY-BERKSHIRE HILLS ROUTE ALTERNATE TO ROUTE NO. 4.

Road conditions above Litchfield: Fair-to-good to Goshen; somewhat sandy but fair to Canaan—fine beyond. Distances reckoned from Waterbury: starting from Litchfield subtract 17 miles.

MILEAGES
Total Intermediate (*From Automobile Club of America route card, No. 132.*)

17 17 **LITCHFIELD,** center of village.

Straight ahead through town; keep left at fork at north end; at fork about 3 M further, keep right up hill direct to

23 6 **GOSHEN.**

Direct through town, over 1 1-2 M of rough road, down long, steep hill (27 M), through Huntsville (32 M); at fork 33 M (signboard), keep right to South Canaan (34 M), straight ahead to

39 16 **CANAAN.**

After crossing two bridges, entering town, turn left at main road intersection, straight ahead over two railroads and then right on main road (care at RR. grade crossings) through Ashley Falls (41 M) direct to

45 6 SHEFFIELD.

Through town following main road, keeping to right of RR. to

51 6 GREAT BARRINGTON. (Berkshire Inn.)

For additional detail on the remaining 19 1-2 miles to Pittsfield, see the corresponding part of Route No. 4, page 180.

Straight through town; at end of main street turn right across bridge; 1-2 M further bear left with trolley; cross trolley and up steep grade over Monument Mountain to

58.5 7.5 STOCKBRIDGE.

Turn right at Red Lion Inn, and left at fork 1-4 M beyond, up grade, direct to

64.5 6 LENOX. (The Aspinwall, Curtis Hotel).

Turn right at Curtis Hotel, direct by State Highway to

71 6.5 PITTSFIELD. (The Wendell, The Maplewood.)

EXTENSION ROUTES—(a) LITCHFIELD TO TORRINGTON AND (b) LITCHFIELD TO NORFOLK

Map page 177, shows the possible convenience, at times, of these two extension routes. Starting from Litchfield, or running through that village from Waterbury, the connection to Torrington places the tourist at once on the main line to and from Pittsfield.

a. *Litchfield-Torrington, 5 $\frac{3}{4}$ miles*

From Monument center of village turn one block east, taking first left. Thence direct, avoiding all cross-roads, running over RR. tracks, direct to intersection of Main Street, Torrington, 5 $\frac{1}{2}$ miles from Litchfield.

b. *Litchfield to Norfolk—18 miles*

Scenic route, with heavy grades and large stones in road on middle portion of run. *Impassable for low-built cars; do not attempt in bad weather.*

Continue direct north from monument, fine broad macadam to first fork, where keep left. Thence straight ahead, avoiding all cross-roads, some narrow stretches, over which run carefully to hamlet of Goshen (6 miles from Litchfield).

At white church (on right), turn right to frame schoolhouse; there turn left, soon running along high ridge. Follow direct road, no running directions necessary and superb views for miles. Emerging from stony stretch of road, descend cautiously series of very steep grades.

Reaching level road again continue direct north, avoiding all cross-roads to South Norfolk (fork 4 miles below Norfolk). Straight ahead, crossing RR. once at grade and shortly under tracks, entering along lower side of "Green," Norfolk, 18 $\frac{1}{2}$ miles from Litchfield. A left turn down hill from the "Green" places the tourist on the direct Waterbury-Pittsfield line.

LOCAL RETURN TRIP, LITCHFIELD TO WATERBURY, CONN.—17 MILES

MILEAGES
Total Intermediate

(Shortest and best way via Watertown.)

0 0 LITCHFIELD, center of town.

Run south on excellent macadam, passing abandoned hotel (on hill to right), avoiding all cross-roads to East

Morris hamlet (4 1-2 miles). Continue through 4-corners, store on right, down two hills, direct and unmistakable to center of

11.1 11.1 WATERTOWN. (*Route from Danbury to Waterbury via Watertown comes in from the right at this point.*)

Direct through with trolleys on broad winding road, avoiding 2 right forks; caution for sharp left curve under RR. (12.7 M), direct over stone bridge (13.2 M). Immediately beyond keep right with car-tracks; pass pond (on right), descending grade to village of Oakville (brick factory on left—13.7 M).

Immediately pass under RR.; where trolleys leave to left (13.8 M), run straight ahead; picking up tracks again (from left—14 M), follow them—fine views of the Naugatuck Valley (15.1 M). Thence direct past old Driving Park (on left) and iron watering trough (in fork on right) to 4-corners where two trolley lines meet (16.3 M).

Turn 90° left with car-tracks across iron bridge over the Naugatuck River into Waterbury, straight ahead under RR. (16.5 M—brass works on right). Thence on W. Main St. to Soldiers' Monument (16.9 M), running on either side of "green," center of

17 5.9 WATERBURY, north or south, side Center Sq.

For hotel, garage, city map, and various diverging routes, see title page, Waterbury-Danbury section, page 167.

DANBURY TO PITTSFIELD, MASS.—82 1-2 MILES

Housatonic River line via New Milford, Cornwall Bridge and Falls Village to Canaan, thence to the Berkshire Hills by Route No. 4, this section. Connection is made from New Milford on this line, for Lake Waramaug, Bantam Lake, and Litchfield, Conn.; see map page 177.

This is a picturesque trip but roads most of way are narrow and unimproved, with many bad RR. crossings; for miles it is very difficult to turn out for any vehicle coming from the opposite direction. We print the route for the information of any who find it necessary or desirable for special reasons to go all or part of this way; but we recommend instead one of the three following options:

(1) Take the Danbury-Lake Mahopac-New York route No. 7A, page 196, to Sodom Reservoir, turning north at that point on Preface Section, Route No. 7, pages 93-94 through Pawling, Amenia and Millerton, N. Y., and Lakeville, Conn., to Canaan (2) Take the Danbury-Waterbury route No. 10, pages 204-206 to Waterbury thence north on route No. 4 of this section to Canaan, Conn., or the Berkshire Hills, Mass.; or (3) Take the Danbury-Waterbury route No. 10, pages 204-206 to Watertown, connecting with the Watertown-Litchfield-Goshen-Canaan line. Of these 3 options the best choice is between No. 1 and No. 2.

From Main and White Sts. ("Wooster Square"), go out White St., following trolleys on stone block pavement. Cross RR. at grade (depot on right); shortly pass State Normal School (on left) and go over RR. bridge. At end of car tracks (1½ miles) bear left, winding to hamlet of

BEAVER BROOK

2 Miles from Danbury

At 4-corners with signboards keep left (leaving factory and bridge over brook to right). Continue past frame chapel (on right) and under RR. arch; then take road to right, straight ahead $2\frac{1}{2}$ miles. Here again keep to left, passing about $\frac{1}{4}$ mile west of Brookfield Junction.

Continue on direct road, coming again into the line of the RR. at Brookfield P. O. (not Brookfield Center), $6\frac{1}{2}$ miles from Danbury. Follow main highway through Lanesville (10 miles); mostly poor and sandy to covered bridge (on right), spanning the Housatonic River at

NEW MILFORD

12 1-2 Miles from Danbury

On through trips to points on this line do not cross bridge into New Milford; there is a road from that village to Boardman's Bridge, but the line on the western side is the better between these points.

Bear left, without crossing this bridge (into New Milford village), continuing straight ahead past Fair Grounds (on left). Follow main highway along the western bank of the Housatonic River; turn right and cross river and RR. into Boardman's or Boardman's Bridge (15 miles).

Turn left along east bank of river, which follow across RR. to Gaylordsville (19 miles). From this point to Kent there are two roads, as the map shows—one nearly direct north through South Kent and past Hatch Pond; the other following the broad bend of the Housatonic via Bull's Bridge. Our information favors the shorter way via South Kent, despite various RR. crossings; take your choice to

KENT

25 Miles from Danbury

Distance is reckoned via South Kent and Hatch Pond.

From village center turn left across iron bridge and immediately right along the Housatonic, which follow past North Kent (over to right), coming to Cornwall Bridge ($34\frac{1}{2}$ miles). Do not turn right across bridge into village, but bear left and shortly right, continuing up west bank of river, past West Cornwall to Lime Rock (43 miles). Turn right across the Housatonic River (for the last time), and continue up the eastern bank, under RR. (slowly) into Falls Village (45 miles).

At center of town turn right, bearing left twice on way to South Canaan ($46\frac{1}{2}$ miles); here turn 90° left—straight ahead. At fork end of direct road, bear right—away from RR., taking next left, short distance to intersection of road from Norfolk to Canaan. Turn left, crossing RR. to village center,

CANAAN

51 Miles from Danbury

Canfield Inn. Canfield Auto Station.

For continuation of this run to Ashley Falls (54 miles), Sheffield (57 miles), Great Barrington (63 miles), Stockbridge ($70\frac{1}{2}$ miles), Lenox ($76\frac{1}{2}$ miles), and Pittsfield ($82\frac{1}{2}$ miles), see full running details in Route No. 4, this section, pages 179-180.

CONNECTION TO LITCHFIELD, CONN.

The pleasant village of Litchfield, Conn., can be reached by a detour from this route at New Milford; probably only fair roads, however, most of the way.

Making this run follow the itinerary already given for Route No. 5,

through Beaver Brook (1 mile), Brookfield (6½ miles), and Lanesville (10 miles). Coming to covered bridge opposite New Milford, turn right across the Housatonic River into village of

NEW MILFORD

13 Miles from Danbury

Straight ahead, shortly turning left into the road along the East Aspetuck River. Follow same thoroughfare past Northville (over to right) to Marbledale (19 miles). Continue now in a northeasterly direction through New Preston, passing Lake Waramaug (over to left) to Woods-ville (24 miles). Keep generally to right through forks at Bantam Falls passing Bantam Lake (over to right) into

LITCHFIELD

30 Miles from Danbury

Litchfield Inn.

WATERBURY TO DANBURY, CONN.—36.4 MILES

Via (1) Watertown, Woodbury, Southbury, Bennets Bridge, Sandy Hook, Newton and Bethel; with outline of the alternate (shorter but more hilly) route from Waterbury to Southbury via (2) Middlebury and South-ford.

The first of the two ways given to Southbury (approximately half-way to Dan-bury) though somewhat longer, has the better roads and easier grades. Quicker time can usually be made via Woodbury and Watertown; both are entirely prac-ticable, however, and may be combined at will into excellent local round trips.

Roads average fair to good—occasionally a piece of lowland, muddy in wet weather—and one narrow, sandy stretch along the Housatonic River between Bennets Bridge and Sandy Hook, hard traveling in dry weather. Forks and turns are numerous throughout, requiring somewhat more than the ordinary care in keeping the road, especially at night.

FOR THIS AND OPTIONAL EXITS SEE WATERBURY CITY MAP, PAGE 167

(Alternate to Southbury via Middlebury given under separate heading at end of this route.)

MILEAGES
Total Intermediate

o o WATERBURY, North or South side Center Sq.

Start nearly west on W. Main St. past Soldiers' Monu-ment at end of "green" (1-10 M); thence with trolley under RR. (5-10 M—brass works on left). Straight ahead across iron bridge over Naugatuck River to 4-corners immediately beyond (7-10 M); here turn 90° right with car-tracks.

Trolley line also runs straight ahead—up steep hill; this is the way taken by the shorter route to Southbury via Middlebury, given under separate heading, page 191.

The Warner Auto- Meter

The only speed indicator which is absolutely ACCURATE, READ-ABLE and DEPENDABLE at all speeds on all roads and under all conditions. Ask for the proof. See pages 20, 761

Warner Instrument Co., Beloit, Wis.



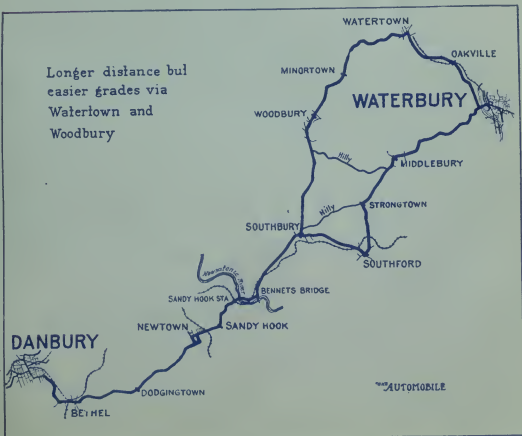
Follow car-tracks up west side of river past iron watering trough (in fork on left) and old Driving Park (on right); at fork (1.9 M), keep left—bearing away from the Naugatuck Valley. Where trolleys leave to right (3 M), run straight ahead; picking up tracks again just beyond (3.2 M), follow them under RR. at Oakville (3.3 M).

Continue through village in front of brick factory (on right), upgrade past pond (on left) to next fork (3.7 M); here keep left with trolley over stone bridge (3.8 M). Caution for sharp left curve under RR. (4.3 M) and immediately sharp right on broad winding road; pass stone retaining wall (on left), direct ahead up slight grade to brick Town Hall and park (on left), center of

5-9 5-9 WATERTOWN. (*Route to Litchfield, etc., continues straight ahead.*)

Wind left upgrade past Town Hall (on left) and library (on right), **THROUGH** 4-corners immediately beyond to important fork (6.2 M—large white building, the "Taft School," over to right). Avoiding left (sign "Woodbury"—a shorter but rough and hilly road), keep right—nearly straight ahead—to next fork (6.5 M).

Here take left (right leads to local points north), winding road up and down several grades; at next fork (7.2 M) also keep left, direct to end of road (9 M). Turn 90° left, keeping right at fork immediately beyond, upgrade with telegraph poles; caution for sharp right turn (9.9 M) over wood bridge to fork (cider mill on left), hamlet of Minortown (10.3 M).



Straight ahead (avoiding left fork over bridge); at fork 1-2 mile beyond (10.8 M), bear right, crossing iron bridge (12.5 M) to 4-corners at church on right and small park with flagpole on left, North Woodbury (12.9 M). Continue through on main road, shortly curving left to and past Soldiers' Monument on left, village of Woodbury (13.9 M).

Just below (14 M) pass quaint Masonic Temple (built on high rock rising sheer from roadside on left), crossing iron bridge (14.8 M) to watering trough in fork (16.2 M). Keep left on main road, past churches (on right—17.7 M & 17.8 M); short distance beyond (18 M) cross bridge, curving right at fork immediately beyond to hotel on left,

18.2 12.3 **SOUTHBURY.** (*Waterbury-Middlebury route comes in through reverse fork 1-10 mile before hotel, Southbury.*)

Bear left, uphill with telegraph poles; then straight ahead over stretch of low road—sandy in spots, with three short, weak bridges (20.1 M to 20.2 M). Caution for sharp left curve under RR. (20.5 M); at once swing right along tracks, gradually nearing the Housatonic River—fine views!

Bennets Bridge, passed after making the right turn just ahead, is principally a geographical name. There is no village, and the "bridge" crosses the Housatonic to local points below, with no relation to this route.

At irregular corners (21.5 M—close by river's edge), turn 90° right passing Bennets Bridge (on left just beyond the turn); then direct on narrow, winding and sandy road—use horn on numerous curves. Continue under RR. trestle (22.4 M), turning 90° left over iron bridge to 3-corners (22.7 M).

Turn left, again under RR. at Sandy Hook station (on left—22.8 M); thence direct through woodland along stream past factories with water towers (on right—23.1 M & 23.7 M). Continue past one small bridge (on right—23.9 M) into Sandy Hook, turning 90° right at brick store (central 4-corners of village—24.1 M) across iron bridge.

Straight ahead, up long grade, crossing RR. tracks at Newton station (on right—24.9 M) to watering trough in

NEWTOWN INN



NEWTOWN, CONN.

Delightfully situated in the Berkshire Hills between Danbury and Waterbury on the main highway.

A Fine Stopping Place for Automobile Tourists

W. A. LEONARD, Prop.

fork,* opposite Fair Grounds (25.3 M). Keep to right up short grade to top of same (25.6 M—stone church on left; flagpole in front); here turn 90° left down Main St., center of village.

25.7 7.5 NEWTOWN, Newtown Inn, on right.

*Quick through trips may cut out Newton village, with its upgrade entering and downgrade leaving, by turning left at fountain in this fork opposite Fair Grounds. Then, *next right* brings almost at once to and *straight* through 4-corners (26 M) in the following text; however, it is a very pleasant trip through the village at top of the hill, and the mileage is reckoned that way.

Descend grade on Main St. to 4-corners with many signs foot of hill (26 M); here turn 90° right across stone bridge, following telegraph poles through woods. At fork (26.5 M) keep right, but pass branch road on right short distance beyond (26.7 M); thence to fork (28.5 M), where keep left over bad waterbars to "T" in road (29.2 M).

Turn 90° right through hamlet of Dodgingtown (29.7 M), direct on better roads across wood bridge (30.5 M); at fork (30.7 M) keep right on main road to 3-corners (31 M). Here turn left through irregular 4-corners (31.7 M) and across stone arch bridge (31.9 M); ascend grade immediately beyond, direct to fork where trolleys start (32.4 M).

Take left with car-tracks, which follow through irregular 4-corners (32.9 M), passing fountain (on right), center of Bethel (33 M). Straight ahead over RR. (grade—33.3 M), turning 90° left with trolleys (33.9 M) and 90° right with same (34 M).

See Danbury-Bethel city map pages 191 for choice of two roads balance of way in: (1) the trifle longer, poorer way with trolleys throughout, and the trifle shorter and better but less easily followed way, given in next two paragraphs. In case of running past the turn (34.1 M) stay with the car-tracks every foot of the way to the park, center of Danbury.

Best way into Danbury: After turning 90° right with trolley (34 M), leave same by turning first 90° left (34.1 M); then straight ahead, curving right (34.3 M) to end of road (34.4 M). Turn left direct to fork (34.9 M); here (where right goes upgrade), keep left around foot of hill, meeting direct road again through reverse fork (35.3 M).

Picking up trolleys (from right at watering trough in road—35.5 M), follow them on South St., Danbury, turning 90° right into Main St. just beyond (35.7 M). Thence direct on Main St., running along either side of long narrow park

HARRIS
(REGISTERED)
OILS

J. L. Snow, manager Boston branch for the "Peerless," says: "I am more than pleased with Harris Oil. We sell and recommend it to all users of Peerless cars."

HOTEL GREEN

New and Modern

Rooms
Single
and
en suite

Service
and
Cuisine
of the
Best



Particu-
lar
Attention
Given
to
Auto
Parties

DANBURY, CONN.

COMPLETE GARAGE CONNECTED
REPAIRS BY SKILLED MECHANICS



F. A. CANTWELL
Manager

Pyramid Motor Car Co.

STORAGE—SUPPLIES—REPAIRS

Best Accommodations for Tourists

Garage, 314 Main Street,
DANBURY, CONN.

The
Incomparable

WHITE

The
Car for Service

FASTEST TIME IN CALIFORNIA HILL-CLIMB

A 30 horse-power White won the biggest hill-climb of 1907, held on the Pacific Coast. The time made by the White on the 2 7-8-mile course was practically two minutes faster than that made by its nearest competitor.

(36 M to 36.2 M) to Soldiers' Monument in road head of West St., center of

36.4 10.7 DANBURY, Main & West Sts.

For hotel, garage and various diverging routes, see title page, this section, page 167. Danbury city map, below.

2. Via Middlebury and Southford to Southbury

An alternate line on approximately the first half of the Waterbury-Danbury route; shorter than No. 1, but more hilly. The run is entirely practicable, however, and the two may be combined into excellent round trips. Both routes are identical from Southbury to Danbury, as the map on page 187 shows.

From the "Green," run west on West Main Street, past Brass Works (on left), under RR. tracks and across iron bridge over Naugatuck River. *Straight ahead from bridge, between stores, uphill* (No. 1, via Watertown, turns immediately right from bridge). Avoid all right and left turns from macadam, keeping main road to

MIDDLEBURY

5 Miles from Waterbury

Keep straight ahead past village "Green," taking left fork just beyond through Strongtown (8 miles), following telegraph poles. Here again take left fork, following down stream, crossing RR. at grade (station on left) with left turn just before running into Southford (10½ miles). Turn sharp right, cross RR. again at grade, following main road along brook to Southbury (13½ miles).

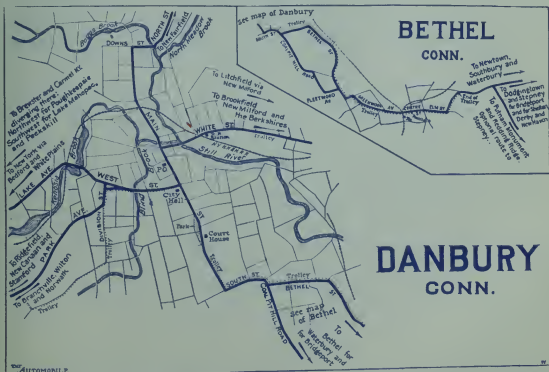
Bear left entering this hamlet (leaving bridge on right), direct uphill past hotel (on left). The left turn into Southbury brings this route into the one first given, and the two are identical through Bennets Bridge, Sandy Hook, Newtown and Danbury.

DANBURY

VIA MIDDLEBURY

31 1-2 Miles from Waterbury

For hotels, garages, and various diverging routes, see title page, this section, page 167. Danbury city map, below.



TO AUTOMOBILE

Danbury is the twin center with Waterbury in the section which carries the name of both in the Blue Book.

DANBURY TO NEW YORK CITY—65.8 MILES

Via Mill Plain to East Branch Reservoir, turning left at the reservoir direct along the east side of Peach Lake. Thence by good State macadam through Bedford and White Plains, entering New York by Central Ave., Jerome Ave. and Central Bridge.

Small-scale map of this route from Danbury to Bedford and White Plains, page 193; larger-scale map White Plains to New York in the full page, "Main Automobile Routes in Lower Westchester Co.," page 195. For map (on one scale) of the interstate territory between the lower east side of the Hudson River and Long Island Sound, see page 197; the latter also shows the principal connections to and from the most important points in Dutchess, Putnam and Westchester Counties, N. Y., and the adjacent sections in Connecticut.

FOR THIS AND OPTIONAL EXITS SEE DANBURY CITY MAP, PAGE 191

(Fair dirt roads for about 8 miles, then State macadam practically all way to White Plains and New York.)

MILEAGES
Total Intermediate

o o DANBURY, Main and West Streets.

Start nearly west on West St., following trolley to small triangular park (3.10 M); here leave car-tracks to left, bearing right over small bridge and under RR. arch (6.10 M). Immediately curve left, upgrade on Lake Ave. across RR. tracks (2.5 M) to fork at cemetery (2.6 M); here take right, again across RR. (2.9 M) through Mill Plain (3.8 M).

At 3-corners leaving village (3.9 M) take left over small bridge and across RR. track (4 M—small station on right) to fork just beyond (4.1 M). Here keep right on main road, crossing small bridge (5.3 M); thence along RR. and reservoir system to large sign indicating the left turn to connect with the State Road through Westchester Co. below.

7.7 7.7 TURN LEFT (South).

Ascend steep grade (dirt road) with numerous waterbars, coming along Peach Lake (on right—9.1 M), meeting macadam at Westchester Co. line (9.4 M). Continue through cross-roads (10.3 M) and over unused trolley track (10.6 M) to end of road (11.5 M); now turn 90° right to end of road again at North Salem (11.9 M).

Turn left to 3-corners (12.5 M), taking left over concrete bridge (12.6 M), straight ahead through cross-roads (13.4 M) to fork 1.3 miles beyond. Here (14.7 M) keep left on main road—caution for sharp left turn with macadam (14.9 M) through irregular 4-corners (15.4 M).

At fork (17.6 M—sign pointing left for South Salem), take right with macadam into the hamlet of Cross River (18.7 M); here turn left across bridge—caution for sharp curves on winding road. Continue through 4-corners (20 M) and between reservoirs, crossing small iron bridge (22.5 M) to irregular 4-corners (23.5 M); now turn left, keeping on right side of triangular park, entering

23.8 16.1 BEDFORD, smaller place than appears on maps,

Direct past school on left to fork with signpost in center

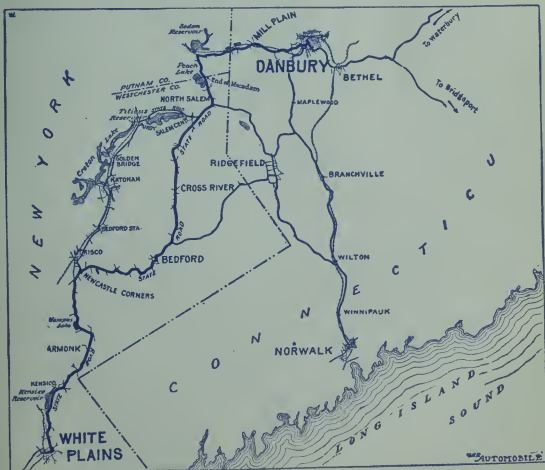
(24.9 M); here take right—caution, but at next fork (25.4 M), keep left on main road to 4-corners with conspicuous signs (26.3 M). Turn left on winding road to fork (26.6 M); again take right, following macadam to Newcastle Corners* (3-corners with signs—28.9 M).

*A typical country "Corners" in limits of Mt. Kisco village and therefore subject to lowest speed under State law. Frequent autotraps, with particularly unjust and offensive treatment at this point, especially Sundays.

Keep left (leaving road into Mt. Kisco on right), crossing iron bridge (29.4 M) to 3-corners (29.5 M); still keep to left—sign "White Plains via State Road." Continue past Wampus (small) Lake on right—caution for right turn (33.6 M); thence direct to and through hamlet of Armonk (34.6 M).

At fork (35.3 M) take right, bearing left (36.2 M) immediately over bridge to another fork just below (36.3 M); here again take right to irregular 4-corners (38 M—store on right). Turn left across bridge—caution for dangerous curves along the east side of Kensico Reservoir to 3-corners foot of same (39.7 M).

Turn left (right leads over reservoir dam), same thoro-fare becoming Broadway (White Plains) direct to fountain immediately before small park and Soldiers' Monument (42.4 M). Here turn 90° right on Railroad Ave., following trolleys past Mamaroneck Ave. (broad thoro-fare on left—42.7 M),



Map of the route to White Plains, N. Y., from which point the large scale map page 195 carries it through to New York.

43 19.2 **WHITE PLAINS**, business center.

Carpenter House, east side of Court House. Mammoth Garage; Barrett's Garage, both on Mamaroneck Ave.

Continue nearly direct west across RR. at depot on left, turning right with trolleys immediately beyond (43.2 M) to prominent fork at stone fountain (43.5 M). Here take left into Central Ave.—the next 9.2 miles straight macadam; no trolleys or town of size, but occasional auto-traps in the few cross-road hamlets. Direct through Hart's Corners (45 M) and Greenville (46.5 M), crossing Tuckahoe Road (50.2 M), coming at right angles to

52.7 9.7 **YONKERS AVE.** (*This route extends north-and-south about midway between Yonkers and Mt. Vernon without entering either city.*)

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

Straight ahead across trolleys into Jerome Ave., passing Empire Race-track on left, immediately beyond—one thoroughfare (several bends, but no turns) to Central Bridge. Cross Fordham Road (57.5 M) direct to fork (60.1 M), where car-tracks bear right; run straight ahead onto

60.6 7.9 **CENTRAL BRIDGE.** (*No toll, but draw occasionally open.*)

At end of bridge turn right across 155th St. viaduct, turning 1st left into St. Nicholas Place (60.9 M). Straight ahead into St. Nicholas Ave. (61.2 M), direct to left fork of same (124th St.—62.4 M).

Again keep straight ahead—now into Manhattan Ave. (leaving St. Nicholas Ave. to left) to 110th St. or Cathedral Parkway (63.1 M). Turn 90° left under "L" and 1st right (63.4 M) down Central Park West direct along park to

65.8 5.2 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

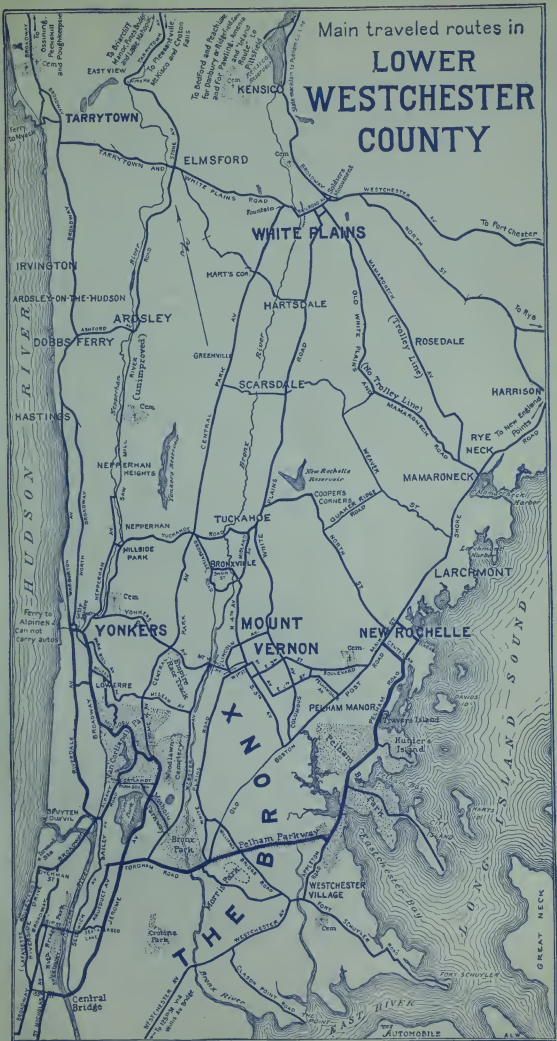
Waterbury-Danbury Section, Route No. 7A

DANBURY TO NEW YORK CITY—74 MILES

Via Mill Plain, Conn., to Brewster, Carmel and Lake Mahopac, N. Y., and southward over the Croton Reservoir at Pines Bridge, through Briarcliff Manor and East View to Elmsford. Thence by the new short-cut road to Hart's Corners, entering New York via Central Ave., Jerome Ave. and Central Bridge.

This is an excellent alternate to Route No. 7. from points in western Connecticut and western Massachusetts to the Metropolitan district, using the principal highway through the reservoir-and-lake system districts of Putnam and Westchester counties, N. Y., instead of the corresponding line through Bedford and White Plains (Route No. 7). Without material difference in time or mileage, these two offer a choice from Sodom Reservoir (7.7 miles from Danbury) to Hart's Corners on Central Ave. (35 miles by Route No. 7 or 53.2 miles by this alternate route), coinciding from Hart's Corners to New York. Additional connections through this interstate territory are given in the New York State edition, Vol. 1.

Main traveled routes in **LOWER WESTCHESTER COUNTY**



FOR THIS AND OPTIONAL EXITS SEE DANBURY CITY MAP, PAGE 191

(Fair dirt road—with some macadam—to Carmel; then State Macadam most of way to Lake Mahopac, Briarcliff Manor and New York).

MILEAGES
Total Intermediate

0 0

DANBURY, Main & West Sts.

Start nearly west on West St., following trolley to small triangular park (3-10 M); here leave car-tracks to left, bearing right over small bridge and under RR. arch (6-10 M). Immediately curve left, upgrade on Lake Ave. across RR. tracks (2.5 M) to fork at cemetery (2.6 M); here take right, again across RR. (2.9 M) through Mill Plain (3.8 M).

At 3-corners leaving village (3.9 M) take left over small bridge and across RR. track (4 M—small station on right) to fork just beyond (4.1 M). Here keep right on main road, crossing small bridge (5.3 M); thence along RR. and reservoir system (passing large sign—7.7 M—indicating the left turn to connect with the State Road through Westchester Co. below).

Bear right over RR. bridge (8.5 M) past stock farm to 3-corners (8.8 M); here (leaving road to Pawling on right), take left under RR. (9.1 M), straight ahead past Condensed Milk Factory (on right). At watering trough (end of factory—9.3 M) turn 90° right over iron bridge, direct through the main street to RR. station (on left),

10 10

BREWSTER, N. Y.

Turn right—upgrade, taking next left (10.2 M) over RR. bridge; at fork just beyond (10.3 M) keep left uphill, winding along RR. (to right, below), through cross-roads (11 M). Coming along Middle Branch Reservoir (on left), bear right over dangerous RR. crossing (12.2 M); thence around head of Reservoir, passing Tilly Foster (abandoned) mines (RR. station over to left).

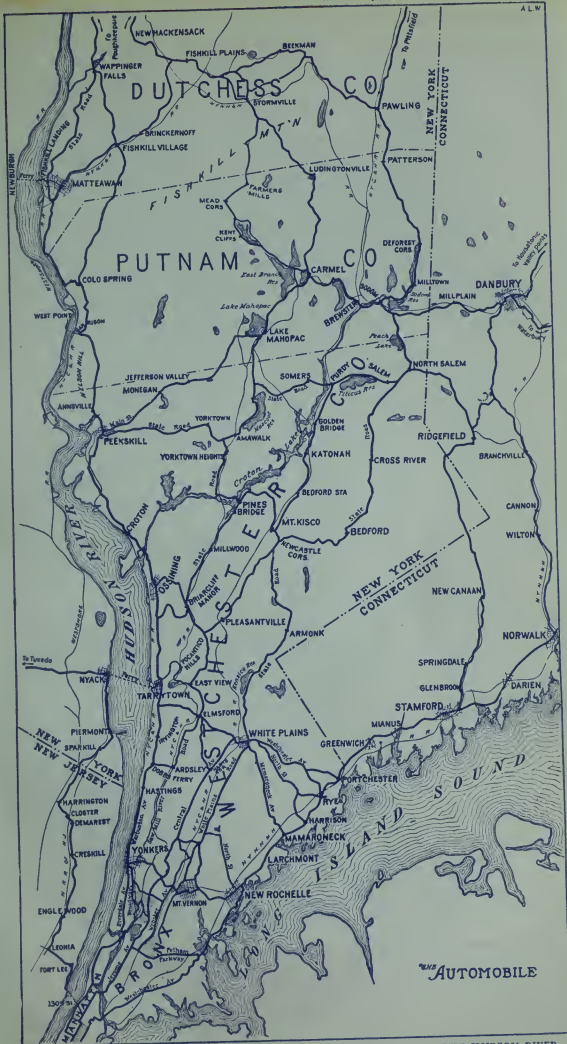
Cross bridge at head of reservoir (12.5 M), turning left at once in front of chapel; thence along RR., crossing same by overhead iron bridge (13 M). At 4-corners just beyond (13.1 M—straight ahead leads to Croton Falls), turn right, keeping right also at end of road (14.1 M); thence under RR. bridge (14.2 M) through village to irregular forks at shore of Lake Glenida,

14.5 4.5 CARMEL, numerous signs.

Turn sharp left along the lake (leaving Poughkeepsie route to right), past RR. station (on left—14.8 M); 1-2-mile beyond (15.3 M), cross tracks at bad grade, running over RR. bridge (15.5 M). Immediately slow down for sharp right* (15.6 M) and sharp left* turns with 2nd sharp right*, crossing bridge (15.8 M).

Follow main thorofare, winding along lower side of next (West Branch) reservoir, crossing built-up road by

*These 3 turns are close together, all easily seen and followed; "Lake Mahopac" signs at most cross-roads.



MAP OF THE INTERSTATE TERRITORY ON THE LOWER EAST SIDE OF THE HUDSON RIVER, SHOWING CONNECTIONS TO AND FROM MOST IMPORTANT POINTS.

gatehouse (17.3 M); at end of road immediately beyond turn 90° right, to irregular corners (17.7 M). Keep left onto good macadam, winding but direct to the Shore of Lake Mahopac; thence along same to RR. station, central landmark for

- 20 5.5 LAKE MAHOPAC, Thompson's Hotel, on left just before reaching depot; Dean House, on lake, 1.3 miles beyond depot.

Cross RR. tracks, passing left fork immediately beyond; thence on macadam along shore of lake (caution for numerous sharp curves); at prominent fork near end of lake (21.3 M) take left. Continue straight ahead across Mahopac Mines branch, Harlem RR. (22.1 M) to irregular 4-corners short short distance beyond (22.3 M); here turn left (leaving Peekskill route nearly straight ahead).

Keep left also at two intermediate forks, across RR. (23.7 M), meeting the State Road at right angles (23.8 M), hamlet of Baldwin Place; here turn 90° right on macadam. Straight ahead through 4-corners (26.1 M) and along the west side of Muscoot Reservoir, crossing RR. again at Amawalk station (on right—28.9 M).

Follow State Macadam, with right and left curves to and across concrete arch (29.7 M); at fork just beyond keep left to fork immediately before RR. (30.3 M). Do not cross tracks, but take right (sign, "Pines Bridge"), passing Yorktown Heights station (on left—30.5 M).

At fork just beyond (30.6 M) take right, but at next fork (30.8 M), take left, straight ahead past bank of solid rock to end of road at upper west side of Croton Lake (33.3 M). Here turn 90° left, crossing RR. at Croton Lake station (on left—34 M); at end of road (34.6 M) turn 90° right over

- 34.7 14.7 PINES BRIDGE, large, new bridge over Croton Lake.

Leaving bridge turn immediately right (sign, "Briarcliff Manor"), running straight ahead one mile; then (35.7 M), take right (sign, "Ossining"). But at fork just below bear left (leaving Ossining road to right); thence direct over RR. (36.9 M) through Meritt Corners (a frequent autotrap, old stone hotel on right—38.2 M). Shortly bear right around Echo (small) Lake, following winding but good road, past Manor barns (on left—41.6 M), entering

- 41.7 7 BRIARCLIFF MANOR. Briarcliff Lodge; Pocantico Lodge (open throughout the year).

"To KNOW HOW FAST and KNOW HOW FAR is to CONSERVE the POWER of your car."—WARNER. See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



Pass village stores on left, straight ahead through 4-corners (large stone church on right), taking left fork (43.3 M) immediately over Putnam Division, N. Y. C. RR. (dangerous grade). At prominent 3-corners (45.5 M), take right over concrete bridge (47.1 M), to end of road at East View (47.9 M); here turn 90° left, passing Westchester Co. Alms House (on left) direct 2 3-10 miles to trolley line at

- 50.2 8.5 **ELMSFORD.** (*A notorious auto-trap; one serious accident already from ropes and chains across road.*)

Routes to and from New England points leave and enter New York in each case by one standard line. The most-used options through lower Westchester Co. and the Bronx are given in full in the New York City section, the opening Section of Volume No. 1

Turn 90° left with car-tracks, passing one road on right; just beyond (50.3 M—small wood church on left), turn diagonally right across trolleys, uphill on macadam—fine views! Straight ahead through cross-roads (special caution for vehicles from right and left); pass poultry farm (on right), taking next left (52.6 M) down long hill with two sharp curves near bottom.

At foot of grade turn left 200 feet to intersection of Central Ave. at Hart's Corners (53.2 M); here turn 90° right—the next 7.7 miles straight macadam; no trolleys or towns of size, but occasional autotrap in the few cross-road hamlets. Continue direct through Greenville (54.7 M), crossing Tutkahoe Road (58.4 M), coming at right angles to

- 60.9 10.7 **YONKERS AVE.** (*This route extends north-and-south about midway between Yonkers and Mt. Vernon without entering either city.*)

Straight ahead across trolleys into Jerome Ave., passing Empire Race-track on left, immediately beyond—one thorofare (several bends, but no turns) to Central Bridge. Cross Fordham Road (65.7 M) direct to fork (68.3 M), where car-tracks bear right; run straight ahead onto

- 68.8 7.9 **CENTRAL BRIDGE.** (*No toll; but draw occasionally open.*)

At end of bridge turn right across 155th St. viaduct, straight ahead along one block of Trinity Cemetery to Broadway (69.2 M); here turn 90° left. Continue downgrade across Manhattan St. (70.5 M—caution for trolleys and vehicles from right and left;) picking up car-tracks again follow them upgrade (70.6 M) direct—Broadway all way—to

- 74 5.2 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

DANBURY TO STAMFORD, CONN.—32 MILES

Connecting route to the Shore Line via Ridgefield and New Canaan. Mostly good roads; a few macadam stretches. Route map page 171.

From Main and West Sts., business center, go out West St., following trolleys to *left* of small triangular park. At further end of park, turn 90° left with car-tracks *one block only* on Division St.; then first right (leaving trolleys), upgrade into Park Ave. When car-tracks again come in from left, at foot of hill beyond, follow and cross them at bad angle.

Shortly leave trolleys, which continue to Fair Grounds (over to right); at fork, sign "3-miles to Danbury," turn left. Continue on main road between hills ("Sugar Hollow"), past road-house and pond. on left (5.9 miles), carefully noting fork one mile beyond. The direct road—straight ahead—has *vicious* downgrade with sharp turn at worst pitch; take, if at all, with extreme caution, especially in wet weather.

To avoid same, take left-hand fork (sign "Branchville"), less than a mile; then turn right about a mile, intersecting the direct road at right angles. Turn left into same, thus going *around* the bad downgrade referred to. Straight ahead through cross-roads (9.3 miles); at fork .7 mile beyond turn left direct into village of

RIDGEFIELD

10.6 miles from Danbury

The Inn; Bailey House.

Direct through village on fine broad macadam; at fork (11.3 miles), turn right past stone church and West Lane schoolhouse (on right). Shortly curve left on built-up road, passing fine summer residences (on left). At "T" in road (13.4 miles), turn sharp left.

Straight ahead through fork (15.4 miles), passing between church and cemetery (16 miles). Go through cross-roads (16.9 miles), passing frame church (on left) to "T" in road (18.9 miles). Turn left and first right (19 miles), straight ahead past fine houses (on hillside to left).

At fork where straight road ends turn right past Golf Grounds (on right). Keep left, some heavy grades; at iron fountain in fork, again keep left, winding downgrade past frame church (on right) into center of village.

NEW CANAAN

22.7 miles from Danbury

An alternate route from New Canaan to Stamford, preferred by many, is to keep straight ahead through village to Darien (on the Shore Line). Running under the RR. arch there and turning right will reach Stamford—not much longer than the line given below.

Turn 90° right $\frac{1}{2}$ mile and 90° left, passing depot (over to right). Follow general course of RR., turning right under RR. arch (25 miles) and immediately left, almost due South. Cross tracks at bad angle and keep straight ahead through 4-corners at Springdale (27 miles).

HARRIS
(REGISTERED)
OILS

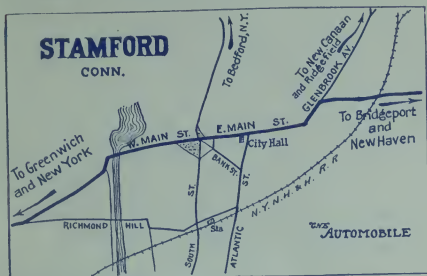
Are the highest development
of the necessary qualities for
the perfect motor lubricant.
Sold everywhere.

Pass cemetery (on right) direct to and across small bridge over Noroton River. Immediately beyond cross RR. at grade, Glenbrook hamlet (29.1 miles), meeting trolley. Follow tracks—several curves but direct—all way into center of city.

STAMFORD

32 miles from Danbury

Carleton Hotel; Main St., Mechaley Auto Co., Garage, 34 Summer St., Bell Bros. Garage, opposite West Park.



This route enters Stamford by Glenbrook Ave. to East Main St., connecting eastward for Norwalk, Bridgeport and New Haven, or westward for Portchester, New Rochelle and New York.

Waterbury-Danbury Section, Route No. 8B

DANBURY TO NORWALK, CONN.—22 MILES

Connecting run to the Shore Line via Branchville, Wilton and Winnipauk. Fair-to-good roads. Route map page 171.

From Main and West Sts., business center, go out West St., following trolleys to left of small triangular park. At further end of park, turn 90° left with car-tracks *one block only* on Division St.; then first right (leaving trolleys), upgrade into Park Ave. When car-tracks again come in from left, at foot of hill beyond, follow and cross them at bad angle.

Shortly leave trolleys, which continue to Fair Grounds (over to right); at fork, sign "3-miles to Danbury," turn left. Continue on main road between hills, past road house and pond, on left (5.9 miles); at fork 1 mile below, sign "Branchville," bear left, direct on main road to

BRANCHVILLE

11 miles from Danbury

Take road southward from village, crossing RR.; and continue through the "Glen" (leaving Georgetown over to left): Follow west side of RR. past Cannon hamlet (14 miles), shortly bearing left across tracks and immediately right past South Wilton (15½ miles). Do not turn right to village center but skirt eastern side of same, passing stone church (on left).

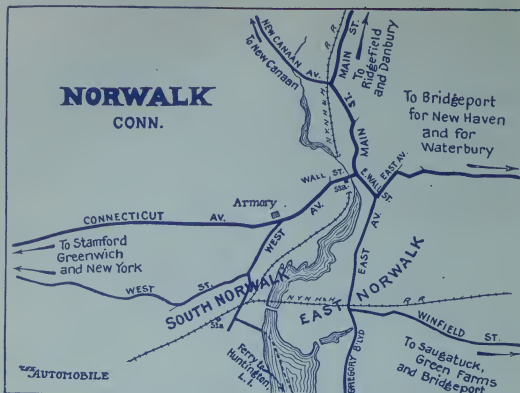
Continue on main road to village of Winnipauk, meeting trolley, which follow balance of way in. Same thorofare becomes Main St. to intersection, at right angles, of Wall St.; city map page 202.

NORWALK

22 miles from Danbury

Norwalk Hotel. F. E. Lockwood & Co., Garage.

South Norwalk and ferry to Huntington, L. I., 1½ miles below.



Sketch of the somewhat intricate city of Norwalk, Conn.

Waterbury-Danbury Section, Route No. 8C

DANBURY TO BRIDGEPORT, CONN.-26 MILES

Via Bethel, with choice of two routes to Stepney. Thence nearly direct south through Long Hill. Route map on page 171.

Local autoists making the Danbury-Bridgeport trip frequently take Route No. 6 B to Norwalk; thence east along the Shore Line—somewhat farther but better average roads and grades. However, the present run is often made and in connection with No. 8B, interesting round trips can be planned.

From business center go southwest on Main St., on either side of long narrow "Green." Follow trolleys, shortly turning 90° left from Main into South St.; but continue all the way with car-tracks—several curves—to Bethel (2 miles). Cross R.R. at grade (station on right) and pass fountain (on left) to end of trolley line just beyond.

Bear immediately right on good macadam, descending steep winding grade with stone bridge at bottom. Continue direct to Dodgingtown hamlet (7 miles); here (where left turn leads to Newtown and Waterbury), go straight through. Follow signboards over fairly good roads to Hattertown (12 miles), Upper Stepney (14 miles) and

STEPNEY

16 miles from Danbury

The alternate line from Bethel to Stepney via Redding Ridge coincides with the route as given from Danbury through Bethel to end of trolley line. Bear right, straight ahead $\frac{1}{2}$ mile; here (instead of continuing on to Dodgingtown), turn right, sign "Redding Ridge," to Putnam Park. Reaching the Park take left-hand road past the Old Put Clubhouse, leading over Redding Ridge, and winding gradually left to intersection of the road already given at Upper Stepney. Distance somewhat longer than via Dodgingtown and Hattertown.

Bear left around pump and take right fork to Long Hill (18 miles), again take right fork at triangular "Green," avoiding all turns from

macadam. Straight ahead on main road, meeting trolleys which follow past St. Vincent's Hospital (on left) into Main St. to intersection of Fairfield Ave., business center; city map, page 169,

BRIDGEPORT

26 miles from Danbury

Atlantic Hotel, Fairfield Ave., near depot; Young's Restaurant, 65 Cannon St., near P. O.

Bridgeport Auto Co., 388 Fairfield Ave.; Rantz & Bentley Garage, 625 State St.; Blue Ribbon Garage, 291 Fairfield Ave.; Miller's Garage, 544 Fairfield Ave.

Boat line runs from Bridgeport to Port Jefferson, L. I. Connecting with Long Island routes.

Waterbury-Danbury Section, Route No. 9

DANBURY TO NEW HAVEN, CONN.—37 MILES

Via Bethel, with choice of two routes to Stepney. Thence over Walnut Tree Hill and through Huntington, Shelton and Derby. Route map page 171.

The first part of this route is identical with No. 8C, which see for full running directions through Bethel (2 miles), Dodgingtown (7 miles) and Hattertown (12 miles) to Upper Stepney (14 miles) and

STEPNEY

16 miles from Danbury

Do not take right fork (for Bridgeport) but follow due east, winding over Walnut Tree Hill to Huntington (22 miles). Bear left at head of "Green," through all forks to top of hill overlooking Shelton. Descend with caution, turning left at foot of grade into Wooster St., and straight ahead to Public Library (brick) on left near end of street.

Turn 90° right (straight ahead past Library would be a dangerous downgrade along river), into Coram Ave. Keep to left at fork (frame church on left), but *turn next left beyond church*—White St.—one block to Howe Ave., where turn right one block farther to fountain in open square, Shelton (26½ miles). Turn 90° left across long bridge over the Housatonic River and sharp right one block from bridge exit to business center of

DERBY

27 miles from Danbury

Straight ahead on Main St. 4 blocks to stone bridge across the Naugatuck River (RR. Station to left, below). Leaving bridge turn right with New Haven trolleys; caution for sharp left turn near RR. tracks a short distance beyond.

Continue with or near trolleys—some narrow winding road—past Yale Field (on right). At small triangular park (with eagle on pedestal), go straight ahead (leaving car-tracks to left, meeting them one block beyond). Direct from Derby Ave. into Chapel St., which follow past Yale "Common" (on left) to business center of

NEW HAVEN

37 miles from Danbury

For hotels, garages, city map and various diverging routes, see title page, New Haven section, page 143.

DANBURY TO WATERBURY, CONN.—36.4 MILES

Via (1) Bethel, Newtown, Sandy Hook, Bennets Bridge, Southbury, Woodbury and Watertown; with outline of the alternate (shorter but more hilly) route from Southbury to Waterbury via (2) Southford and Middlebury.

Roads average fair to good—occasionally a piece of lowland, muddy in wet weather—and one narrow, sandy stretch along the Housatonic River between Sandy Hook and Bennets Bridge, hard traveling in dry weather. Forks and turns are numerous throughout, requiring somewhat more than the ordinary care in keeping the road, especially at night.

FOR THIS AND OPTIONAL EXITS SEE DANBURY CITY MAP, PAGE 191

(Alternate Southbury to Waterbury via Middlebury given under separate heading at end of this route.)

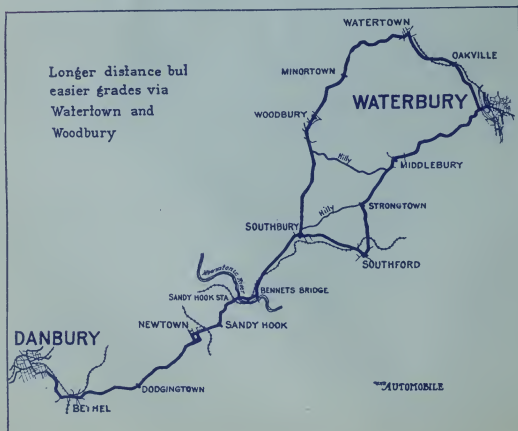
MILEAGES
Total Intermediate

o o **DANBURY**, Main St., head of West St.

Start southeast on Main St. with trolleys, running along either side of long narrow park (2-10 M to 4-10 M) to end of road at South St. (7-10 M). Turn left with car-tracks 2-10 mile on South St. to iron watering trough (9-10 M); here (leaving trolleys straight ahead) turn right into the Coal Pit Road to fork (1.1 M).

Bear right around foot of hill (left goes over), meeting direct line again through reverse fork (1.5 M); thence straight ahead to "T" in road (1.9 M). Turn 90° right, curving left just beyond (2.1 M) to trolley line (2.3 M); turn 90° right with car-tracks, 90° left (2.4 M) and again 90° right (2.5 M).

Cross RR. (grade—3.1 M) and pass fountain (on left, center of Bethel, 3.4 M), following trolleys through irregular



4-corners (3.5 M) to end of line (4 M). Bear right on good macadam, down winding grade with stone arch bridge at bottom (4.5 M) through irregular 4-corners (4.7 M) to fork of 3-roads (5.4 M).

Again bear right, but at fork short distance beyond (5.7 M), keep left over wood bridge (5.9 M) to important fork at hamlet of Dodgingtown (6.7 M). Take left upgrade 1-2 mile—narrow and rough in spots—to junction of 3-roads in woods (7.2 M); here turn 90° left, but at fork just above (7.5 M) keep right over bad waterbars (7.6 M).

Direct through woods past branch road (on left—9.7 M); at fork just beyond (9.9 M), keep right, following telegraph poles downgrade. Cross stone bridge to 4-corners with numerous signs immediately beyond (10.4 M);* here turn 90° left upgrade through center of village,

10.7 10.7 NEWTOWN, Newtown Inn, on left.

*Quick through trips may cut out Newtown village, with its upgrade entering and downgrade leaving, by going straight through 4-corners (10.4 M). Then, next left brings almost at once to iron fountain, where right bend in front of Fair Grounds picks up the schedule at 11.1 M in the following paragraph; however, it is a very pleasant run through the village at top of hill and the mileage is reckoned that way.

At flagpole top of hill (10.8 M—stone church on right), turn 90° right downgrade, keeping left at foot of same past Fair Grounds (on left—11.1 M). Continue downgrade over RR. tracks at Newtown station (on left—11.5 M), crossing iron bridge; immediately beyond (12.3 M—central 4-corners Sandy Hook village), turn 90° left in front of brick store.

Straight ahead along stream, passing bridge on left (12.5 M) and factories with water towers (on left—12.7 M & 13.3 M); fine views! Continue through woodland, running under RR. at Sandy Hook station (on right—13.6 M); at 3-corners just beyond (13.7 M), take right, crossing iron bridge over the Housatonic River (14 M).

At "T" in road end of bridge turn 90° right under RR. trestle—narrow, winding and sandy road along bank of river; use horn on numerous curves! Pass Bennets Bridge,* turning left at irregular corners (14.9 M—away from river); 1 mile beyond slow down for sharp left curve under RR. (15.9 M), swinging immediately right along tracks.

*This is principally a geographical name; there is no village and the "bridge" crosses the Housatonic local points below, with no relation to this route.

Avoiding left fork (16.1 M), run straight ahead over stretch of low road—sandy in spots, with three short, weak bridges (16.2 M & 16.3 M). 1.7 miles beyond (18 M), bear right downgrade with telegraph poles, past hotel (on right), keeping left at fork immediately beyond.

18.2 7.5 SOUTHBURY. (Alternate line to Waterbury via Southford

and Middlebury takes right fork here, see text at end of this route.)

The Southbury-Waterbury route via Woodbury and Watertown, though somewhat longer, has the better roads and easier grades. Quicker time can usually be made this way; both are entirely practicable, however, and may be combined at will into excellent local round trips.

Direct over small bridge (18.4 M), past churches on left—18.6 M & 18.7 M); at fork (19.8 M) keep right on main road across second small iron bridge (21.6 M). Pass quaint Masonic Temple (built on high rock rising sheer from roadside on right—22.4 M), straight ahead past Soldiers' Monument on right, Woodbury (22.5 M).

Continue on main road, keeping right at fork (23 M), through 4-corners at church on left and small park with flagpole on right, North Woodbury (23.5 M), crossing iron bridge (23.9 M) to fork (24.1 M). Here, sign "Waterbury," keep right, passing small bridge and cider mill (on right—26.1 M), hamlet of Minortown.

At fork just beyond (26.2 M), bear right over wood bridge (26.5 M)—caution for immediate 90° left turn, direct 9-10 mile to "T" in road (27.4 M). Here (straight ahead leads to local points north), turn 90° right—winding road up and down several grades.

Coming to irregular corners (30.2 M—large white building, the "Taft School," over to left), turn 90° left along school grounds. Run through 4-corners just beyond; after passing Library (on left), curve right, downgrade past bick Town Hall and park (on right) into the main street

30.5 12.3 **WATERTOWN.** (*Route from Litchfield, etc., comes in from the north.*)

Pick up and follow trolleys on broad winding road, avoiding 2 right forks; caution for sharp left curve under RR. (32.1 M), direct over stone bridge (32.6 M). Immediately beyond keep right with car-tracks; pass pond (on right), descending grade to village of Oakville (brick factory on left—33.1 M).

Immediately pass under RR.; where trolleys leave to left (33.2 M), run straight ahead; picking up tracks again (from left—33.4 M), follow them—fine views of the Naugatuck Valley (34.5 M). Thence direct past old Driving Park (on left) and iron watering trough (in fork on right) to 4-corners where two trolley lines meet (35.7 M).

Turn 90° left with car-tracks across iron bridge over the Naugatuck River into Waterbury, straight ahead under RR. (35.9 M—brass works on right). Thence on W. Main St. to Soldiers' Monument (36.3 M), running on either side of "green," center of

36.4 5.9 **WATERBURY,** North or South, side Center Sq.

For hotel, garage, city map, and various diverging routes, see title page, Waterbury-Danbury section, page 167.

(2) VIA MIDDLEBURY AND SOUTHFORD TO SOUTHBURY

An alternate line on approximately the second half of the Danbury-Waterbury route; shorter than No. 1, but more hilly. The run is entirely practicable, however, and the two may be combined into excellent round trips. Both routes are identical from Danbury to Southbury, as the map shows.

Follow No. 1, which see for full running details, from Danbury through Newtown (9½ miles), Sandy Hook (12 miles), and Bennet's Bridge (13 miles), to Southbury. Entering this hamlet *keep right* (where No. 1 takes left), leaving bridge on left,

SOUTHBURY

18 Miles from Danbury

At fork short distance *below* Southbury, bear left, winding along brook. Continue upgrade on sandy road, bearing right across RR. into Southford (21 miles). Turn left across RR. again at grade (station on right), ¼ mile beyond turn sharp right direct through 4-corners at Strongtown (23½ miles). Follow main road—with telegraph poles—avoiding all cross-roads to

MIDDLEBURY

26 1-2 Miles from Danbury

Pass "Green," avoiding all right and left turns from macadam, State Road balance of way into Waterbury. Descend with care steep grade, leading to bridge across the Naugatuck River into West Main St. Straight ahead past Brass Works (on right), under RR. tracks to "Green" center of all routes,

WATERBURY

31 1-2 Miles from Danbury

Via Middlebury.

For hotel, garage, city map, and various diverging routes, see title page, Waterbury-Danbury section, page 167.

Waterbury-Danbury Section, Route No. 11

DANBURY TO THE HUDSON RIVER—TWO ROUTES

(1) *Danbury to Carmel, Lake Mahopac and Peekskill—35 miles;* (2) *Danbury to Carmel and Poughkeepsie—48.3 miles.* Route map page 208.

These two routes are identical through Mill Plain and Brewster to Carmel (15 miles). Coming alongside Lake Glenida at Carmel, the road to Lake Mahopac, Lake Mohegan and Peekskill turns left, while the road to Luddingtonville, Hope-well, Fishkill Plains, etc., to Poughkeepsie, turns right.

1. DANBURY TO CARMEL, LAKE MAHOPAC AND PEEKSKILL—35 MILES

FOR THIS AND OPTIONAL EXITS SEE DANBURY CITY MAP, PAGE 191

(Fair dirt road—with some macadam—to Carmel; then variable roads to either Peekskill or Poughkeepsie.)

MILEAGES
Total Intermediate

o o DANBURY, Main & West Sts.

Start nearly west on West St., following trolley to small triangular park (3-10 M); here leave car-tracks to left, bearing right over small bridge and under RR. arch (6-10 M). Immediately curve left, upgrade on Lake Ave. across RR. tracks (2.5 M) to fork at cemetery (2.6 M); here take right, again across RR. (2.9 M) through Mill Plain (3.8 M).

beyond (13.1 M)—straight ahead leads to Croton Falls), turn right, keeping right also at end of road (14.1 M); thence under RR. bridge (14.2 M) through village to irregular forks at shore of Lake Glenida,

14.5 4.5 CARMEL, numerous signs.

No. 2 (to Poughkeepsie) turns right at this point; see separate head, page 000.

Turn sharp left along the lake (leaving Poughkeepsie route to right) past RR. station (on left—14.8 M); $\frac{1}{2}$ -mile beyond (15.3 M) cross tracks at bad grade, running over RR. bridge (15.5 M). Immediately slow down for sharp right* (15.6 M) and sharp left* turns with 2nd sharp right,* crossing bridge (15.8 M).

Follow main thorofare, winding along lower side of

*These 3 turns are close together, all easily seen and followed; "Lake Mahopac" signs at most cross-roads.

next (West Branch) reservoir, crossing built-up road by gatehouse (17.3 M); at end of road immediately beyond turn 90° right, to irregular corners (17.7 M). Keep left onto good macadam, winding but direct to the Shore of Lake Mahopac; thence along same to RR. station, central landmark for

20 5.5 LAKE MAHOPAC, Thompson's Hotel, on left just before reaching depot; Dean House, on lake, 1.3 miles beyond depot.

(Distances estimated from Lake Mahopac to Peekskill.)

Cross RR. tracks, passing left fork immediately beyond; thence on macadam along shore of lake (caution for numerous sharp curves); at prominent fork near end of lake (21.3 M) take left. Continue straight ahead across Mahopac Mines branch, Harlem RR. (22.1 M) to irregular 4-corners short distance beyond (22.3 M); here run nearly straight ahead (Briarcliff Manor-New York route turns left).

Thence direct—some narrow road with bad spots in wet weather, bearing right into and through hamlet of Jefferson Valley (27.5 M). Pass race-track (on left) to prominent fork, entering Schrub Oak hamlet (30.5 M); here turn left past cemetery on right and stone church on left, picking up trolleys at Lake Mohegan (31 M).

Follow car-tracks on excellent road down long grade, same thorofare becoming Main St., Peekskill; for local map (including connections out of town), see page 96.



THE WARNER AUTO-METER

YEARLY SWEEPS THE BOARD IN THE
GLIDDEN TOUR.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Continue on Main St., to intersection of Division St., business center of

- 35 15 **PEEKSKILL.** (*Left turn for Ossining, Tarrytown and New York; right turn for Poughkeepsie, Hudson and Albany.*)
Hotel Raleigh. Lawson's Garage, adjoining the Raleigh.

2. Danbury to Carmel and Poughkeepsie—48.3 miles

This route is identical with the one just given, which see for full running directions, out West St., Danbury, through Mill Plain (3.8 M). Pass East Branch Reservoir (on right) and continue through Brewster (10 miles) to "T" in road as one comes to the shore of Lake Glenida, village of Carmel. This point is a "parting of the ways."

LAKESIDE FORK

14.5 Miles from Danbury

at Carmel

Turn right along Lake Glenida, but take first left fork above, rounding the upper side of lake; meeting West Branch Reservoir first beyond, follow along same to fork of 3-roads at long dam. Turn immediate right across dam, keeping to left at end of same direct to hamlet of Cole's Mills (19.1 M).

At fork short distance above take road on either* right or left side of Boyd's Corners Reservoir (joining at upper end of same). Thence nearly direct north across small bridge to 4-corners at Mead Corners (22.4 M); here turn 90° right, straight ahead to first fork on left (25.1 M).

*West side via Kent Cliffs is usually the better way.

Turn 90° left (leaving Farmers Mills 2-10 mile to right before the turn), straight ahead past two roads on left (25.6 M & 26.5 M) to fork (27.4 M). Here (to avoid short bad stretch over the direct line—see map page 208), keep to left, turning first 90° right above, running into the direct road again (28.1 M).

Direct to "T" in road (28.3 M); here turn 90° left to summit of Stormville Mountain (28.6 M), at once descending sharp grades, continuous (waterbreaks will usually hold in case of stop) for a full mile. From foot of grade (29.6 M) run direct to and across RR. tracks at station (on right),

- 31 16.5 **STORMVILLE.**

Continue through to "T" in road 6-10 mile beyond (31.6 M), turning 90° right to 3-corners (33.6 M); here keep left to end of road (34.1 M). Again 90° left, straight ahead to important 3-corners—blacksmith shop on left, village store on right—at

- 34.6 3.6 **HOPEWELL CHURCH.**

Turn 90° right (the "church" over to left after the turn), straight ahead through 4-corners (35.3 M) and immediately over RR. Thence direct over wood bridge (35.7 M), curving right downgrade to end of road (at old

Quaker Meeting House on right—36.3 M); here turn 90° left through village of Fishkill Plains (37.3 M).

Straight ahead over RR. at Fishkill Plains station (on left—38.1 M), and across iron bridge (38.2 M); at fork (38.4 M), keep right on main road over small bridge (39.5 M) to end of road (39.6 M). Here turn 90° left direct to prominent forks at

40.9 6.3 NEW HACKENSACK, flagpole & signposts.

Take right, straight ahead along Wappinger Creek to and across red iron bridge at Red Oaks Mill (43.1 M), turning sharp left immediately beyond, uphill to end of road with signs (43.2 M). Turn 90° right, on good road—some winding curves through woods, keeping right at fork (45.6 M).

Picking up trolleys at Driving Park (46.4 M), follow same into Hooker Ave. to end of same at fork of 5-roads (47.6 M). For hotel, garage or connecting route take the most convenient of the available ways shown on Poughkeepsie city map, page 100.

48.3 7.4 POUGHKEEPSIE, Main & Market Sts., business center.

Morgan House, Main and Catherine Sts.; Nelson House, Market St., near Main. Van Benschoten's Garage, adjoining Morgan House; Sague & Son, Garage, r84 Church St.

DON'T DRIVE UNTIL YOU ARE PROFICIENT

The mere starting and stopping of an automobile does not mean that one has necessarily become capable of piloting it successfully under the varied conditions encountered on the highway. When it comes to a close call, wherein one must act quickly and correctly, the inexperienced driver frequently fails to meet the emergency, and the results are more or less distressing, and frequently fatal. Before one ventures into the crowded traffic of a city, or even attempts the risks of country driving, with its descents of difficult hills and abrupt turns, he should be thoroughly master of the vehicle which answers to his every touch, but that touch must be of the right sort and promptly applied in case of urgency.

Accustom yourself thoroughly to riding in the front seat, and study well the recurring problems of the road, so that when you take the place at the wheel it will be with a complete appreciation of its responsibilities. For it is nothing short of criminal when the novice accepts chances which include not only those with him, but all other users of the road and the pedestrians who cross it. Never drive at high speed until you feel completely in control of your automobile, and never leave the garage until the car has been thoroughly examined and is declared to be in satisfactory working order.—From *The Automobile*.

HARRIS
(REGISTERED)
OILS

At Detroit, June 21 and 22,
Mongini drove Stevens-Duryea,
using Harris Oil, in the 24-hour
race and was the only car to finish.

The Heublein

European
Plan



Facing
Bushnell
Park

HARTFORD, CT.

Junction of Lewis, Welles and Trumbull Streets

W. W. Stadler, Manager.

THE TOURISTS' DELIGHT

NINETY PER CENT. of all the tourists in 1907 stopped at the
PALACE AUTO STATION while in HARTFORD

WHY don't you?

The
**Palace Auto Station
Company, Inc.**

348 Trumbull St. HARTFORD, CONN.

Agents for
AUTOCAR, THOMAS FLYER
and OLDSMOBILE.

On the main line between
NEW YORK and BOSTON and close
to PRINCIPAL HOTELS.

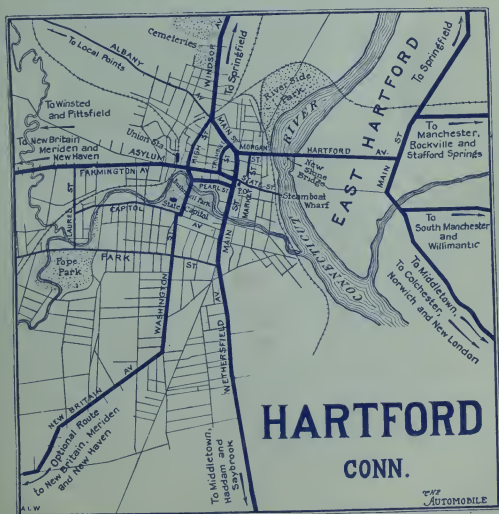
HARTFORD, CONN., SECTION

HARTFORD HOTELS—Allyn House, Asylum & Trumbull Sts.; The Heublein, Wells & Trumbull Sts.; Highland Court Apartment Hotel, Windsor Ave.

HARTFORD GARAGES—The Miner Garage Co., High & Allyn Sts.; Palace Auto Station Co., 348 Trumbull St.

ROUTES COVERED IN THIS SECTION

- No. 1. Hartford to New Haven, Conn., via New Britain and Meriden.
- No. 2. " " " " " " Middletown, full alternate to No. 1.
- No. 3. Hartford to Springfield, Mass.—A route on either side of the Connecticut River; also a choice of both sides connected via Windsor Locks.
- No. 4. Hartford to Waterbury, Conn.—two routes; connecting to Litchfield Conn., by short routes leading north from Waterbury.
- No. 5. Hartford to Winsted, Norfolk, Canaan, Conn., and the Berkshire Hills.
- No. 6. Hartford to Middletown and Saybrook, Conn.; best route also from Hartford to New London and eastern "Shore Line" points.
- No. 7. Hartford to Willimantic, Conn., and Providence, R. I. Connecting route from Willimantic to Putnam, Conn.
- No. 8. Hartford to Worcester, Mass., via Rockville and Stafford Springs, Conn., and Southbridge, Mass., an alternate short line as compared with the usual route via Springfield and Palmer.



MAP SHOWING ROUTES THROUGH HARTFORD, CONN., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.

THE MINER GARAGE CO.

COR. HIGH AND ALLYN STREETS

HARTFORD, CONN.



The Largest Garage Between New York and Boston

AGENCIES

Pierce-Arrow

Knox

Buick

All Sizes Goodrich and Diamond Tires

Complete Machine Shop

Prest-o-Lite Tanks on Hand



Map showing our location relative to hotel accommodation and direct route New York to Boston

ALLYN HOUSE

American and European Plans



Corner Asylum and Trumbull Streets

Direct Line New York to Boston

HARTFORD, CONN.

ROBERT J. ALLYN, Proprietor

JOHN J. DAHILL, Manager

One Block from Automobile Station

Hartford Section, Route No. 1

HARTFORD TO NEW HAVEN, CONN.—42 MILES

Via New Britain, Berlin, Meriden, Wallingford and North Haven, to which Route No. 2, next following, is a full alternate. Mostly good roads; a few short, poor stretches.

From hotel or garage run most convenient way into Asylum St. and west on same under RR. viaduct (depot on right). At fork just beyond keep left into Farmington Ave., direct on excellent macadam, trolleys all way to West Hartford Center (3½ miles).

Turn 90° left in front of stone church (leaving trolleys), direct south on the West Hartford Road. Continue along ridge through first 4-corners, passing greenhouses on left, to "T" in road top of Elmwood Hill (intersection of New Britain Ave., an optional exit from Hartford), 5½ miles.

Turn right, direct but sharp curves, avoiding all dirt forks from macadam. Meeting trolleys, follow them to fork of Hartford Ave. and Elm St., entering New Britain; A. C. A. and local automobile club signs (on left). This is the diverging point for the two ways this route may go through the town, as the map on page 217 shows:

1. *On through trips without stop*, leave trolleys, taking left fork uphill, following Elm St., straight ahead across RR. tracks at grade (caution) and under elevated footway between factories. Do not turn right with local trolleys just beyond, but continue direct to 3-corners at intersection of South Main St. Bear left on South

Highland Court Apartment Hotel,

50 WINDSOR AVENUE,

HARTFORD, CONNECTICUT.

Largest and Finest Equipped Apartment Hotel in New England outside of Boston



AMERICAN PLAN ONLY

Dining Room seats one hundred and fifty persons. Wire or telephone for accommodations and rates.

CLIFFORD D. PERKINS, Manager.

Main St., meeting the longer way through the city, picking up the itinerary next given.

2. *Via business center*—bear right through Hartford Ave. into East Main St., where again bear right, straight ahead into Main St. at right angles. Turn 90° left, down Main St. over bad RR. crossing (many tracks; observe gates) to business center of

NEW BRITAIN

11 miles from Hartford

Corbin Garage, Chestnut & Elm Sts.

Straight ahead into South Main St., past small park with Soldiers' Monument (on right), following trolley through 3-corners (South Main, Elm and Park Sts.); where Elm St. cut-off joins. Pass High School (on right), following trolleys on good macadam road under RR. tracks at Berlin station. Thence uphill, turning right at top of grade into and through Berlin Center (17.6 miles).

Continue south through all cross-roads, gradually bearing right nearing Meriden. At upper edge of town turn right across RR. tracks and immediately left alongside into Colony St. Continue on Colony St. to intersection of Main St. (depot on left), business center; city map page 217,

MERIDEN

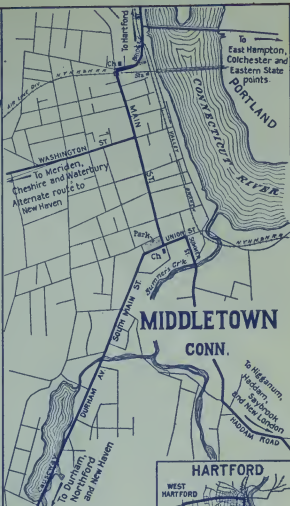
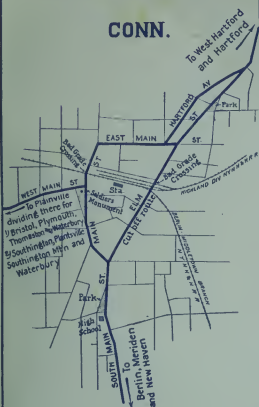
21.7 miles from Hartford

Winthrop Hotel, Colony St., opposite depot.

Turn 90° right into Main St. one block and first left another block on South Grove St. (sign) to end of same at Hanover St. Turn right, following trolleys 2 blocks to Cook Ave. (frame church on S. W. corner); here turn left, still with car-tracks.

NEW BRITAIN

CONN.



MIDDLETOWN

CONN.

HARTFORD



MERIDEN

CONN.



Continue direct out to end of Cook Ave. trolleys and straight ahead from same, shortly meeting other tracks, which come in from right. Follow main road past Tracy P. O., leaving trolleys again where they turn right (for Yalesville).

Slow down for sharp left turn under RR., with immediate sharp right—both turns "blind" and dangerous at speed. Continue direct through Wallingford (27.7 miles), mostly State Highway, the way clear to right turn, at trolley station on S. E. corner, through main street of

NORTH HAVEN

33.4 miles from Hartford

Pass R.R. station (on left), direct to small bridge over Quinnipiac River, which cross and turn immediately left on good macadam road. Continue with trolleys—RR. parallel on left most of way—entering State St. on upper edge of New Haven. (From this point the center of the city may be reached by several routes.)

Pass Cedar Hill RR. station (over to left); at small triangle park just beyond turn right into Lawrence St., direct ahead about $\frac{1}{2}$ mile to left turn into Whitney Ave. (stone fence on left-hand corner) Direct down Whitney Ave. into Temple St. and cross Yale "Common" to intersection of Chapel St.,

NEW HAVEN

42 miles from Hartford

For hotels, garages, city map and various diverging routes, see title page, New Haven section, page 143.

Hartford Section, Route No. 2

HARTFORD TO NEW HAVEN, CONN.—42 MILES

Via Wethersfield, Rocky Hill, Cromwell and Middletown, making a full alternate to Route No. 1, immediately preceding. Mostly macadam. Map on page 217.

From business center run south on Main St. to end of same at small triangular park, where take left fork into Wethersfield Ave. Direct on main road, with trolleys, mostly good macadam, passing Connecticut State Prison (on left) entering village of Wethersfield (4 miles).

Continue straight through to end of trolley line; driving cautiously just beyond around sharp left and sharp right bends. Keep on macadam at all forks; after going uphill, followed by level stretch, turn right in Rocky Hill (8 miles). Immediately pass church (in triangle on right) to diagonal macadam cross-roads, keeping the one nearly straight ahead.

Follow same through Cromwell (13 miles), crossing RR. and continuing on macadam into Middletown—two bridges in view (on left) as you come alongside the Connecticut River. Pass approach to first bridge—leading to Portland, on east side—swinging right just beyond over RR. tracks. At church (on right), turn 90° left across overhead RR. bridge into Main St., business center; city map page 217,

MIDDLETOWN

16 miles from Hartford

Hotel Chaffee. F. L. Caulkins & Co., Garage.

Continue through city to Union Park (on right) at end of Main St., turning 90° right up Pleasant St. (farther side of park, brick church on left). Bear left with car-tracks through South Main St.; where trolleys turn left, go straight ahead on Durham Ave. over Causeway, direct to Durham (22.2 miles).

Go through town; $\frac{3}{4}$ mile out take right fork; and right fork again short distance beyond. After crossing "Meadows," take left fork, with telegraph wires to Northford (31.6 miles). Continue to follow large poles with many wires to hamlet of Montowese (37.5 miles).

Cross single-track trolley straight ahead between country store (on right) and blacksmith shop (on left). Continue under RR. ("Air Line") viaduct and over iron bridge, upgrade on good macadam, same thoroughfare becoming Middletown Ave., New Haven.

Bear right at end of avenue over bridge above RR. tracks into Ferry St.—straight ahead, past iron fountain (on left) to intersection of State St. Turn left, following trolleys past Cedar Hill RR. station (on left).

At small triangular park just beyond turn right into Lawrence St., direct ahead $\frac{1}{2}$ mile to left turn into Whitney Ave. (stone fence on left-hand corner). Direct down Whitney Ave. into Temple St. and cross Yale "Common" to intersection of Chapel St.

NEW HAVEN

42 miles from Hartford

For hotels, garages, city map and various diverging routes, see title page, New Haven section, page 143.

Hartford Section, Route No. 3

HARTFORD TO SPRINGFIELD, MASS.—TWO ROUTES

The most-used single route between these two cities is from Hartford to Windsor Locks on the west side, crossing the toll-bridge there to Warehouse Point, thence north on the east side through Longmeadow. Fair, wide roads, no difficult grades; picturesque scenery all the way, with fair speed practicable throughout the run.

1. *Via Windsor, Windsor Locks, Warehouse Point and Longmeadow 27 miles*

From Main and Asylum Sts., business center, go north on Main St. with trolleys; at stone fountain (on left) bear right into Windsor Ave. For this and other routes into, through and out of Hartford, see city map at head of this section. Straight ahead on asphalt and macadam, following trolleys, several curves but direct, keeping to left of "Green," entering Windsor (5 miles).

At fork, upper end of "Green," sign "Windsor Locks 5 miles," keep right with single-track trolley. Coming at once along RR. (on right), slow down for very sharp, hidden right turn under tracks, with narrow passageway, used also by electrics. Just beyond curve sharp across trolley and straight ahead through covered bridge across the Farmington River.



Pass small "Green" (on right), direct on macadam and dirt to fork 2 miles above Windsor, sign "3 miles to Windsor Locks." Keep right on narrow road along Connecticut River—sandy in spots. Where trolley turns left over RR., keep straight ahead, coming closer to river; shortly cross both RR. and trolley. Pass stone Memorial Hall and brick church (both on left) into the main street of

WINDSOR LOCKS

10 miles from Hartford

At center of town (sign "Windsor Locks and Warehouse Point Bridge"), turn 90° right over RR. tracks at grade and across Connecticut River bridge; toll 15 cents to 25 cents (sign "No trust"). Straight ahead to small park (on right), Warehouse Point, Soltonstall Inn, (11 miles); here turn 90° left with trolleys, which follow past RR. station and freight house, Continue up short grade, at top of which turn left through Enfield; Hazard Hall and Garage.

Pass cemetery on right; where trolley turns left (for Thompsonville, closer to river), keep straight ahead on main road. Just beyond trolley returns: follow tracks past amusement resort at "State Line Grove." Curve left, some downgrade, into fine macadam, running between rows of splendid elms along narrow park, village of

LONGMEADOW, MASS.

21.5 miles from Hartford

From top of hill on main road at Longmeadow a fine view of Springfield and environs is had.

Direct through on fine macadam, following trolleys downgrade on "S" curve to fork* near gate of Forest Park (on right). Leaving trolley to right, keep straight ahead along RR. and river, sign "South St.," passing small sawmill (on right) and entrance to South End Bridge (on left). Good but winding macadam road (some signs "Pecowsic Ave.") to intersection of trolley at Main St.; here turn left. Continue Main St. (trolleys all way) to business and hotel center, **SPRINGFIELD**

27 miles from Hartford

For hotels, garages, city map, and various diverging routes, see title page, Springfield section, page 397.

* An alternate entrance into Springfield, with one considerable climb but fine view from top, is had by taking right at this fork upgrade with trolley. At top of grade, follow car-tracks around 90° left turn, taking first right—Sumner Ave.—and next left Ft. Pleasant Ave. Keep left down hill through a portion of Locust St. to intersection of Main St.; thence direct to center of city, as already given.

TIME
SPEED
DISTANCE
DAY OR
NIGHT
See pages
20, 761

The Warner
Auto-Meter

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

Hazard Place Enfield, Conn.

On the Main Route Between
Hartford and Springfield



A MOST DELIGHTFUL STOPPING PLACE HALF WAY BETWEEN
NEW YORK AND BOSTON
GARAGE. S. W. ROCKWELL.

2. Alternate Route all way on East Side

By crossing the Connecticut River at Hartford instead of at Windsor Locks, a good trip is provided to Warehouse Point, from whence No. 1 applies entire. Directions this way:

From City Hall and P. O. (Main, Asylum and State Streets), go *down* State St. one block, turning 90° left into Market St. Follow car-tracks 2 blocks, past Police Station (on left) to Morgan St.; turn 90° right into Morgan St., straight ahead over new stone-arch bridge, across Connecticut River. Continue over long causeway to intersection of Main St.,

EAST HARTFORD

2 miles from Hartford

Turn 90° left up Main St., passing white church (on right), straight ahead through village over RR. tracks (grade), depot on left. Follow main road, crossing two small bridges through South Windsor, East Windsor Hill and East Windsor, all small places, close together.

At fork where trolleys bear left for Warehouse Point village (closer to river), keep right on poorer but direct road, shortly crossing Rockville trolleys at right angles. Follow direct road, into which No. 1, already given, joins from the left at top of grade on the outskirts (does not enter village) of

WAREHOUSE POINT

11 miles from Hartford

(Opposite Windsor Locks)

Straight ahead through Enfield—Hazard Hall and Garage; where trolley

turns left (for Thompsonville, closer to river), keep straight ahead on main road. Just beyond trolley returns; follow tracks past amusement resort at "State Line Grove." Curve left, downgrade into fine macadam, running between rows of splendid elms along narrow park, village of

LONGMEADOW, MASS.

21 5 miles from Hartford

Direct through on fine macadam, following trolleys downgrade on "S" curve to fork near gate of Forest Park (on right). Leaving trolley to right, keep straight ahead along RR. and river, sign "South St.," passing small sawmill (on right) and entrance to South End Bridge (on left). Good but winding macadam road (some signs "Pecowsic Ave.") to intersection of trolley at Main St.; here turn left. Continue Main St. (trolleys all way) to business and hotel center,

SPRINGFIELD

27 miles from Hartford

For hotels, garages, city map, and various diverging routes, see title page, Springfield section, page 397.

3. *Alternate Route all way on West Side*

Leave Hartford exactly as in No. 1, which see for full running details, out Main St. and Windsor Ave. to Windsor (5 miles) and

WINDSOR LOCKS

10 miles from Hartford

Straight ahead through town, passing (on right) the suspension bridge, which carries No. 1 across the Connecticut River at this point. Pass RR. station; at freight house just beyond, turn right across tracks (Suffield branch) and continue north on dirt road, narrow in spots.

Where trolleys turn left (for Suffield) keep right (straight ahead), passing *through* fork (signs show right leading down to Thompsonville). Meeting trolley again, follow tracks to fork, sign on right "River Road to Springfield." Bear right at this fork, coming closer to river, which keep on right to South End Bridge.

Turn right across bridge over Connecticut River and immediately left: good but winding macadam road (some signs "Pecowsic Ave.") to intersection of trolley at Main St.; here turn left. Continue Main St. (trolleys all way) to business and hotel center,

SPRINGFIELD

27 miles from Hartford

For hotels, garages, city map, and various diverging routes, see title page, Springfield section, page 397.

HARRIS
REGISTERED
OILS

Under extreme heat retains
lubricating value and disap-
pears without leaving residue.

HARTFORD TO WATERBURY, CONN.—TWO ROUTES

- (1) *Via New Britain, Plainville, Bristol, Plymouth and Thomaston;*
 (2) *same as No. 1 to Plainville, then through Southington and Plantsville, and over Southington Mountain.*

These two routes are practically interchangeable between Hartford and Waterbury, except for one very bad grade on each, namely Plymouth Hill (on No. 1), and Southington Mountain (No. 2). High-powered cars will have no serious trouble with either. Fortunately the hard climbs are in opposite directions—Plymouth Hill eastbound and Southington Mountain westbound. Consequently TO WATERBURY No. 1 is preferable; returning FROM WATERBURY the advantage is with No. 2—a useful point in planning round trips.

1. *To Waterbury via Bristol and Thomaston—37½ miles*

From hotel or garage run most convenient way into Asylum St. and west on same under RR. viaduct (depot on right). At fork just beyond keep left into Farmington Ave., direct on excellent macadam, trolleys all way to West Hartford Center (3¼ miles).

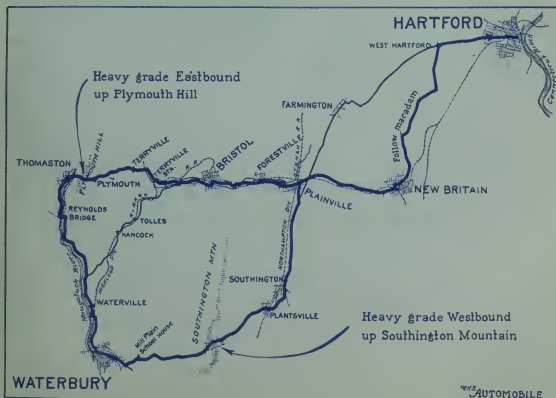
Turn 90° left in front of stone church (leaving trolleys), direct south on the West Hartford Road. Continue along ridge through first 4-corners, passing greenhouses on left, to "T" in road top of Elmwood Hill (intersection of New Britain Ave., an optional exit from Hartford), 5½ miles.

Turn right, direct but sharp curves; avoid all dirt forks from macadam, meeting trolley entering New Britain. Keep right through Hartford Ave. into East Main St.; again bear right straight ahead into Main St. at right angles. Turn 90° left, down Main St., over bad RR. crossing (many tracks—observe gates) to business center; city map page 217,

NEW BRITAIN

11 miles from Hartford

Corbin Garage, Elm and Chestnut Sts.



Turn first right beyond RR. crossing in West Main St. (leaving small park and monument on left). Direct out with trolleys, keeping *straight ahead over RR. bridge where electrics turn left*. Continue direct west along upper side of RR., through woodland; cross tracks and meet trolleys, again entering

PLAINVILLE CENTER

16 miles from Hartford

At fountain keep right across RR. (grade), winding with single-track trolley past Reservoir (on right); where electrics turn left, keep straight ahead, again across RR. (grade), winding right into Forestville (17½ miles). Turn left, leaving village, winding along stream; 1 mile beyond turn sharp under RR. and along lower side of same to fountain at intersection of Main St.

BRISTOL

20 miles from Hartford

Bristol Auto Station, School St., near Main.

Unless going to center of city (on right), *turn 90° left, across iron bridge, taking first right beyond*. Follow trolleys on good dirt road; at fork where electrics turn off, bear right across bridge (sign "To Waterbury"), winding along ravine (on left) to intersection of trolley again. Pass under RR., Terryville RR. station (on right), winding macadam along stream and left over bridge into

TERRYVILLE

24 miles from Hartford

Straight through town past fountain (on left) and Town Hall (on right). At end of trolley keep straight on uphill through 4-corners into woodland. At forks with many signs nearing Plymouth, turn right through village (26½ miles). Leaving Plymouth descend steepest grade on route, winding and abrupt, with many water-bars.

Continue direct on main road; caution on next downgrade for bad RR. crossing at bottom. Observe gates; pass Thomaston depot (on left), straight ahead over bridge, coming along lower side of "Green,"

THOMASTON

28 miles from Hartford

From further side of "Green" turn left—now on the Naugatuck Valley line—direct south. At next fork also keep left past Seth Thomas' clock factory (on left). Follow down valley winding, with one bad curve between hills and river, to fork at brick factory (on left).

Keep right (leaving small bridge on left) winding to Reynold's Bridge (30 miles). *Caution*: sharp left turn across bridge with RR. grade crossing immediately beyond. Thence past small RR. station (on right); straight ahead down valley; fine views. Unmistakable on built-up road, meeting trolley entering

WATERVILLE

34 1-2 miles from Hartford

Straight through village past hosiery mill (on left), across iron bridge into the Waterville Road (leaving trolleys). One mile out turn sharp left under RR. (caution) and immediately right along same, more built-up road skirting east side of Naugatuck River Valley.

Nearing Waterbury this road winds unmistakably into Waterville St., ending at an overlook of river, at Johnson St. Turn left on Johnson

St. two blocks to North Willow St., meeting trolley; then right two blocks to intersection of West Main St. Left again and straight ahead two blocks to Soldiers' Monument and the "Green," center of

WATERBURY

37 1-2 miles from Hartford

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.

2. To Waterbury over Southington Mountain—33 miles.

(See introductory paragraph at head of No. 1, page 223.)

Leave Hartford as in No. 1, which see for full running details, out Farmington Ave. to West Hartford Center ($3\frac{3}{4}$ miles). Turn left to "T" in road at top of Elmwood Hill ($5\frac{1}{2}$ miles), thence right to and through New Britain (11 miles) to

PLAINVILLE CENTER

16 miles from Hartford

At iron fountain *before crossing* RR. turn left, following trolley on good macadam direct along RR. (on right) into Southington (21 miles). Pass park, with fountain and monument (on right); at town library just beyond (where left leads to Meriden), run straight ahead. Bear right on macadam past greenhouses (on right); shortly beyond, where trolleys bend left, keep right across bridge and RR. tracks at grade into Plantsville (23 miles).

Direct through village; at large factory (on right) turn sharp left across bridge—winding, mostly level, past cemetery (on right). At fork beyond bear left (sign "Waterbury"); at "T" in road beyond keep right, over narrow bridge with bad approaches (caution). Continue up several short grades on main road to

Four corners foot of SOUTHINGTON MOUNTAIN

26 miles from Hartford

Grades just beyond most difficult on route; to go *around them* turn left at these corners for Milldale and Cheshire, where turn right, entering Waterbury by the New Haven-Cheshire-Waterbury line.

Direct on main road up steeper grades, with sharp right and left turns to summit of Southington Mountain (superb views looking back over west-of-Hartford towns and Meriden). Pass Hitchcock's Pond (on right), road winding and sandy but unmistakable through stretch of woods. Continue over narrow bridge, past church and cemetery to Mill Plain (large) school-house (on right).

At schoolhouse bear left, downgrade along ravine to intersection, at right angles of car tracks. Turn 90° right, following trolleys all way on East Main St. (some signs "Broadway"), past large High School (on right), to "Green," center of

WATERBURY

33 miles from Hartford

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.

HARTFORD TO PITTSFIELD, MASS.—77 MILES.

From the Connecticut River Valley to the Berkshires via Winsted, Norfolk and Canaan, Conn., and Great Barrington, Mass. Fair roads most of way, a few bad spots, somewhat hilly, but none difficult.

From hotel or garage run most convenient way into Asylum St. and west on same under RR. viaduct (depot on right). At fork just beyond, keep left into Farmington Ave., direct on excellent macadam, trolleys all way to West Hartford Center (3½ miles).

Continue through—direct west—with trolleys, which follow except where tracks leave main thorofare. Cross built-up road over end of West Hartford Reservoir, straight ahead; note "Warning" sign for sharp curve followed by downgrade along stone retaining wall (on left) into village of

FARMINGTON

9 miles from Hartford

Elm Tree Inn; Farmington Country Club.

ELM-TREE INN

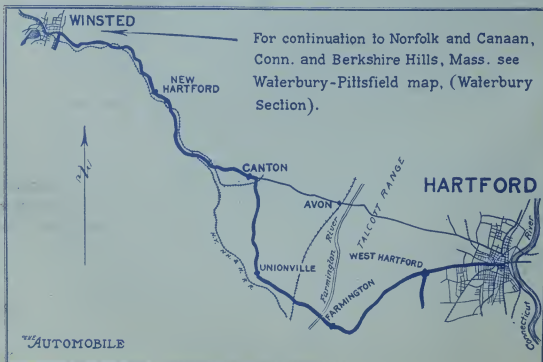
FARMINGTON, CONN.

On Main Route, Hartford to
Winsted and Berkshires

Rooms with Baths

"Garage" In Connection

J. B. RYAN, Proprietor.



Bear right and follow interurban trolleys to Unionville (12½ miles). Take right fork almost due north to Canton (17 miles); after crossing RR. tracks turn left, through town. Bear right shortly beyond, coming into the general line of RR., which follow direct to New Hartford (23 miles).

Go through; at fork, 1 mile beyond, take left, still with general line of RR., to edge of Winsted. Cross small bridge over Still River to "Green" with Monument (on right) and brick factory with belfry (on left), straight ahead on Main St. to business center of

WINSTED

28 miles from Hartford

The Winchester; center of Town; Park Hotel.

From this point follow Waterbury-Danbury section, Route No. 4, which see for full running directions, through West Winsted, Norfolk (38 miles), Canaan (46 miles), Sheffield (52 miles), Great Barrington (58 miles), Stockbridge (65 miles), and Lenox (71 miles) to

PITTSFIELD, MASS.

77 miles from Hartford

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

Hartford Section, Route No. 6

HARTFORD TO SAYBROOK, CONN.—46 MILES

Through route to the "Shore Line" via Middletown and the West Side of the Connecticut River. Connection at Saybrook for New London, making the best route from Hartford.

From business center run south on Main St. to end of same at small triangular park, where take left fork into Wethersfield Ave. Direct on main road, with trolleys, mostly good macadam, passing Connecticut State Prison (on left) entering village of Wethersfield (4 miles).

Continue straight through to end of trolley line; driving cautiously just beyond around sharp left and sharp right bends. Keep on macadam at all forks; after going uphill, followed by level stretch, turn right in Rocky Hill (8 miles). Immediately pass church (in triangle on right) to diagonal macadam cross-roads, keeping the one nearly straight ahead.

Follow same through Cromwell (13 miles), crossing RR. and continuing on macadam into Middletown—two bridges in view (on left) as you come alongside the Connecticut River. Pass approach to first bridge—leading to Portland, on east side—swinging right just beyond over RR. tracks. At church (on right), turn 90° left across overhead RR. bridge into Main St., business center; city map page 217.

MIDDLETOWN

16 miles from Hartford

Hotel Chaffee. F. L. Caulkins & Co., Garage.

Continue through the city on Main St. to small park (on right); here turn 90° left into Union St. Turn next right, following trolley to 4th left-hand road (church on right), which take past store and school-house. At next fork bear right into the "Haddam Road," direct through Higganum (24 miles), Haddam (28 miles), Tylerville, Chester, Deep River (36 miles), and Center Brook.

Turn left at prominent fork, across R.R. and take first macadam road on right—leaving Essex about one mile to left. Continue direct to Saybrook (R.R.) Junction, passing depot into the broad macadam of Main St.,

SAYBROOK CENTER



46 miles from Hartford
For Fenwick-on-the-Sound (FENWICK HALL), run straight ahead past town pump 1-3 mile; curving left on fine macadam without turn for a trifle over one mile. Then turn 90° right over R.R. tracks (1.6 M) and across long bridge over South Cove (1.7 M to 2.3 M) to the summer colony at the "Point."

CONNECTING ROUTE—SAYBROOK-LYME FERRY TO NEW LONDON

On account of the sandy and otherwise difficult trip between Hartford and New London, via Colchester, Salem and Chesterfield, nearly all trips between these points are made via Middletown and Saybrook. This gives good macadam most of the way and provides a quicker through trip, despite the longer distance.

Odometer measurements from here to New London.

(If boat is on the opposite side
set signal and wait—no bridge or
other alternative.)

MILEAGES
Total Intermediate

o o SAYBROOK-LYME FERRY.

Boat will carry two (large) or four (small) cars; runs "as travel demands" between Lyme and Saybrook until 9 P.M. In summer, otherwise until sundown only—charge 38 c up, according to size and number of passengers. It "puts up" for the night on west side of the river, but will ordinarily make out-of-hours trips at a special price. Frequently out of commission in winter by ice in river but not "discontinued" as marked on some maps.

Cross to Lyme side of Connecticut River, running nearly straight ahead from ferry, up-grade over bridge (5-10 M); pass Old Lyme Inn (on right—7-10 M) to 4-corners just beyond (8-10 M).* Here turn 90° left on broad street, direct through E. Lyme (1.3 M) to stone watering trough in fork (2 M).

*Alternate route, Lyme to New London via S. Lyme and Niantic outlined in separate paragraphs at end of this route.

Take right fork (2 M) to next fork (3 M); here keep left on main road with telegraph poles, bearing right at 3-corners (3.5 M). Continue on winding but direct road through woods—various grades—avoiding left forks (3.9 M & 4.1 M); at next fork (6.5 M) keep left, curving right with stone wall (9.1 M).

Pass white church in reverse fork (9.7 M) direct into hamlet of Flanders (10 M); picking up trolleys at this point, follow them across iron bridge (11 M), but where

tracks leave (to right, just beyond bridge), continue straight ahead. Again picking up trolleys (from right—12.2 M), follow them on macadam direct all way into Bank St.,—brick and stone pavement—to Soldiers' Monument, at State St.,

- 17 17 **NEW LONDON**, lower business center, near ferry across Thames River to Groton, for points east.

For hotels, garages, city map and various diverging routes, see title page New London section, page 235.

ALTERNATE, LYME TO NEW LONDON VIA Niantic (not so quick for through trips, but a good and interesting run—general description only and approximate distances from 4-corners, 8-10 M). Leave Lyme side of ferry, running nearly straight ahead upgrade over bridge (5-10 M); pass **OLD LYME INN** (on right, 7-10 M) to 4-corners just beyond (8-10 M).

Here (where the inland route turned left), bear right across RR. near Black Hall station, thence on main road, crossing RR. again near S. Lyme station. Continue into and through Niantic (14.8 M), coming into the inland route through reverse fork (on left 17.7 M); thence direct with trolleys on macadam all way into Bank St.—brick and stone pavement—to Soldiers' Monument at State St., business center—approximate distance 19 miles from Lyme, or 19.8 miles from Saybrook this way.

Hartford Section, Route No. 7

HARTFORD TO PROVIDENCE, R. I.—85 MILES

Via Manchester "Green," Willimantic and Plainfield, Conn., and several small Rhode Island towns. Connection to Putnam, Conn., via Willimantic.

From City Hall and P. O. (Main, Asylum and State Streets), go down State St. one block, turning 90° left into Market St. Follow car-tracks 2 blocks, past Police Station (on left) to Morgan St.; turn 90° right into Morgan St., straight ahead over new stone-arch bridge across Connecticut River, and across long causeway to intersection of Main St.,

EAST HARTFORD

2 miles from Hartford

Turn 90° left up Main St., passing white church (on right) and continue through village to junction of trolleys. Turn right into Burnside Ave. and follow car-tracks to Burnside (4 miles). Keep straight ahead through village, up slight grade to

MANCHESTER "GREEN"

10 miles from Hartford

This point, situated about midway between Manchester and South Manchester, is on the direct route east.

Continue on main highway, bearing left at forks, to Bolton station (Bolton Notch); 14 miles from Hartford. Bear right, across RR. twice, and follow main road, east of RR., crossing same again at grade at

ANDOVER

22 miles from Hartford

**The Warner
Auto-
Meter**

HOW FAST—not approximately,
BUT EXACTLY—AND EX-
ACTLY HOW FAR.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.

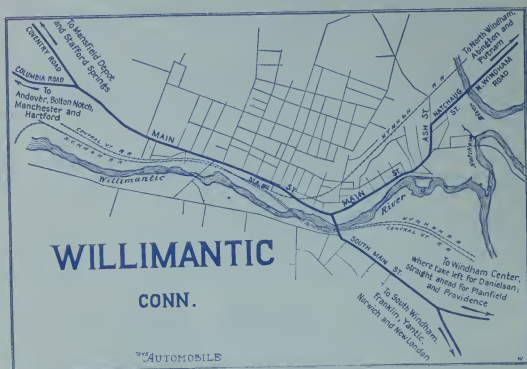


Continue on same road southeast, closely following RR. and Hop River, past Hop River station (29 miles). Bear to left, cross Willimantic River and RR.; meeting trolley at cemetery, follow same through Columbia Road into Main St., business center of

WILLIMANTIC

33 miles from Hartford

Hooker House. Jordan Bros., repairs and supplies.



Cross bridge to right over Willimantic River into South Main St.; go out same to fork, taking left over RR. to Windham Center (36 miles). Immediately beyond take right and direct through Scotland (40 miles), Westminster (43½ miles), and Canterbury (46½ miles), crossing Quinebaug River and bearing right at fork, taking left at next fork direct across two RRs., into

PLAINFIELD

50 miles from Hartford

The detour from this point 3 miles north to Central Village, and east from there, avoids hills and poor roads on the direct line through Sterling and Oneco.

Turn left at Plainfield; 1 mile out bear right, ½ mile farther bear left, crossing RR. at grade; thence across bridge into Central Village



(53 miles). Turn right, shortly bearing more to right, then straight ahead to Moosup (55 miles); here macadam ends. Cross RR. and wind first left then right across RR. again at Sterling station (57 miles). Continue on main road, passing just above Oneco, across interstate line to Rice City, R. I. (64 miles).

$1\frac{1}{2}$ miles beyond take right fork through Potterville (69 miles), and direct taking next right fork, skirting north of ponds, crossing RR. to Washington and recrossing it to Anthony (71 miles). Continue direct through Quidnick (72 miles), following river and RR. through Arctic (73 miles) to River Point (74 miles), where turn right and along RR. to

NATICK

79 miles from Hartford

Take right across RR. through Pontiac (crossing railroad twice), and bear north (left) again across RR. past State Prison. Continue on fine macadam, crossing RR. at Pocasset station. Turn first right and then after crossing RR., left entering on Elmwood Ave. (Roger Williams Park on right) into Broad St. and Weybosset St., practically one street, to Market Square,

PROVIDENCE

85 miles from Hartford

For hotels, garages, city map, and various diverging routes, see Rhode Island section, pages 263 and 264.

CONNECTION TO PUTNAM, CONN., VIA WILLIMANTIC

Continue through Willimantic on Main St., keeping to left (where the route just given turns right across the river). At second watering trough near Fair Grounds (on right) bear left; take second right beyond, straight ahead over bridge and then cross RR. to

NORTH WINDHAM

4 miles from Willimantic

Continue through town (river on left), and take third road to right to Clark's Corner, crossing RR. at grade, straight ahead to Hampton (7 miles). Pass hotel (on left), then turn right to Elliott's, crossing RR. at grade at foot of long hill to Abington (13 miles). Turn right across RR., and follow south of same to Pomfret station (21 miles). Follow main highway north, via Pomfret Center, turning sharp right at

PUTNAM

25 miles from Willimantic



HARTFORD TO WORCESTER, MASS.—70 MILES

Via Manchester, Rockville, Stafford Springs and Union, Conn., Southbridge, Oxford and Auburn, Mass. An alternate short line as compared with the usual route via Springfield and Palmer.

Though most used for local runs between Hartford, Rockville and Stafford Springs, this is a fair route all the way to Worcester. Chiefly good country road, with gradually extending macadam on both sides of the interstate line. In good condition, ordinarily, for summer and fall touring. The only large hills encountered are at Rockville and Stafford Springs.

From City Hall and P. O. (Main, Asylum and State Streets), go down State St. one block, turning 90° left into Market St. Follow car-tracks 2 blocks, past Police Station (on left) to Morgan St.; turn 90° right into Morgan St., straight ahead over new stone-arch bridge across Connecticut River. Continue over long causeway to intersection of Main St.,

EAST HARTFORD

2 miles from Hartford

Turn 90° left up Main St., passing white church (on right) and continue through village to junction of trolleys. Turn right into Burnside Ave. and follow car-tracks to Burnside (4 miles). Keep straight ahead through village, up slight grades, to Manchester "Green" (10 miles). Here trolleys again fork; turn left and follow them direct to

MANCHESTER

11 miles from Hartford

Continue with car-tracks in a northeasterly direction to Talcottville (13½ miles). Run over small bridge and follow State macadam, passing under R.R. bridge to end of road; turn left and first right, up long hill to

ROCKVILLE

19 miles from Hartford

The Rockville. The Rockville Garage.

Continue straight ahead through town, up steep hill, taking first right and then first left at top of hill, keeping below Lake Snipsic. Follow this road straight ahead to Tolland (24 miles). Turn left at white church and left again onto the main road to Stafford Springs. At first fork keep to right and then follow straight ahead to

STAFFORD SPRINGS

31 miles from Hartford

Stafford Springs House.

After crossing R.R. tracks, go down Main St. to Square, turning left and then right up long steep hill on road to Union. At first fork take left-hand road, and at second fork, the right-hand road. Turn right at next cross-road and follow to a cross-road with triangular grass plot. Here keep to right and follow to the village of

UNION, CONN.

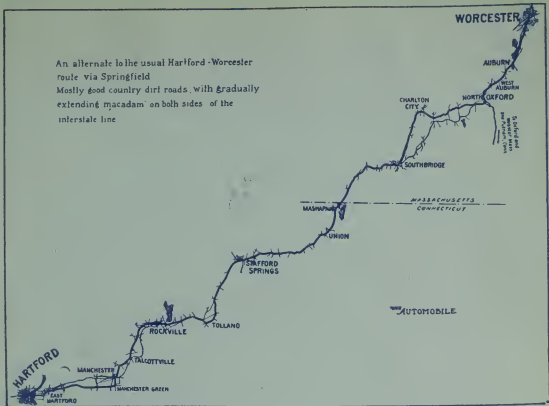
40 miles from Hartford

Take the "Southbridge Road," in a northeasterly direction, to the village of Mashapaug (42½ miles). Go through; a few miles north of Mashapaug, cross interstate line, following main road north-by-east into SOUTHBRIDGE, MASS.

49 1-2 miles from Hartford

Dresser House. Faulkner House.

From Southbridge to North Oxford are two roads, the somewhat longer but better line nearly direct north 5½ miles to Charlton City, thence



north-by-east. Distance reckoned by this line to North Oxford (61 miles) and Larnedville (62 miles).

About 2 miles beyond trolley turns right; keep straight ahead, trolley returns to State Road at Dunn's Pond (64½ miles). Follow car-tracks through Webster Square, keeping Southbridge St. to intersection of Main St. Turn right on Main St. to Front St. (City Hall on right-hand corner), business center of
WORCESTER

70 miles from Hartford

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.

CONNECTION TO WESTBORO, SOUTH FRAMINGHAM AND BOSTON, NOT GOING THROUGH WORCESTER

By leaving the line as already given at North Oxford and running in a north-easterly direction to Millbury, this line may be extended to Westboro, South Framingham and Boston, without going through Worcester. The few miles between N. Oxford and Millbury are not now clear, but we expect to have complete running directions over that stretch for the next edition.

The Incomparable **WHITE** The Car for Service

PERFECT SCORES IN SEALED BONNET CONTEST

The two White cars entered in the sealed bonnet contest, conducted by the Automobile Club of America, June 19th-22nd, 1907, finished with perfect scores.

The Mohican Hotel

New London, Conn.

ROOM FOR A HUNDRED MACHINES



Can accommodate parties of from 5 to 50 persons
in Auto Dining Room

Repair Shop, Skilled Mechanic. Gasoline and
Electricity Day and Night

300 ROOMS, 100 WITH BATHS
EUROPEAN PLAN

NEW LONDON, CONN., SECTION.

NEW LONDON HOTELS—The Mohican, 281 State St.; Crocker House, State St.; The Griswold, Eastern Point; Pequot House, Pequot Point.

NORWICH—The Wauregan; Norwich Auto Station (Baird & Swan).

ROUTES COVERED IN THIS SECTION

- No. 1. New London to Westerly, Wakefield, Narragansett Pier, Wickford and Providence, R. I., connecting at Westerly for Watch Hill, and at Saunderson for Newport, R. I., via Jamestown.
- No. 2. New London to Lyme, Saybrook, Guilford and New Haven, Conn.
- No. 3. " " Worcester, Mass., via Norwich, Putnam and Webster.
- No. 4. " " Hartford, Conn., via Saybrook and Middletown.
- No. 5. " " Willimantic, with connecting routes Willimantic to
(1) Hartford, (2) Danielsonville, (3) Stafford Springs, Conn.
- No. 6. New London to Woonsocket, R. I., Franklin, Wrentham and Boston, Mass.
- No. 7. New London—LONG ISLAND NORTH SHORE—New York routes.
- No. 8. " " —LONG ISLAND SOUTH SHORE—New York routes.



MAP SHOWING ROUTES THROUGH NEW LONDON, CONN., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.

THE GRISWOLD

EASTERN POINT, NEW LONDON, CONN.

W. J. FLEMING Manager. OPEN FROM JUNE TO OCTOBER



THE FINEST SUMMER RESORT HOTEL IN AMERICA.

Luxuriously furnished throughout with all modern improvements. 150 bath room suites. Located on Eastern Point, overlooking the Long Island Sound and Thames River. Attractions: Automobiling, Golfing, Driving, Sailing, Fishing, Swimming, Dancing every evening. GARAGE ACCOMMODATIONS.

W. J. FLEMING, Manager, 71 Broadway, New York,
until June 10th, after that date address as above.

CROCKER HOUSE

New London, Conn.

AMERICAN AND EUROPEAN PLAN

The PARKER-DAVENPORT CO., Prop.



150 Rooms 50 With Bath | First Class in Every Particular
All Modern Improvements

New Auto Station in Connection
STORAGE AND GENERAL REPAIRS

NEW LONDON TO PROVIDENCE, R. I.—73.8 MILES

By ferry across the Thames River to Groton, and through Old Mystic (or Mystic Bridge), Conn., Westerly and Wakefield, R. I. to NARRAGANSETT PIER. Thence via Saunderstown, Wickford and East Greenwich, entering Providence by Elmwood Ave., Broad and Weybosset Sts.

Extensive improvements on this line during the past two years, especially on the lower Rhode Island Coast, have made it a good route practically throughout—greatly to the advantage of the "Shore Line" as a whole between New York and Boston, whose roads are now fully equal to those on the corresponding route through Hartford, Springfield and Worcester. Furthermore, the general betterment in this section gives the Rhode Island Coast resorts an accessibility they have not formerly had from New London and points west.

FOR THIS AND OPTIONAL EXITS SEE NEW LONDON CITY MAP, PAGE 235

(Map of this route, page 238; larger scale map of the territory around Narragansett Bay, page 275.)

MILEAGES
Total Intermediate

o o NEW LONDON, State & Bank Sts.

(Alternate route New London to Westerly via Mystic Bridge given under separate head, following "Westerly, R. I." in the text of this route.) From Soldiers' Monument, State and Bank Sts., lower business center, run down State St. across RR. track near depot to

.I .I NEW LONDON-GROTON FERRY. (20-minute service to 7 P.M.; then half-hourly.)

(Ferry charge—small car 18c up; large car 33c up, according to size and number of passengers.) Cross Thames



Scene from Bathing Beach

Rates, \$4.00 daily
\$17.50 and up
weekly

[Complete Garage
connected

NEW LONDON, CT. Pequot House and Cottages

500 Guests. Always
Entertainment

Seashore and
Country

WM. H. HAGER
PROPRIETOR



Scene from Veranda

River, running straight ahead from ferry to central 4-corners, Groton (2-10 M); here turn 90° left along river, curving right (6-10 M) on main-traveled road.

Short distance beyond (8-10 M), turn left across RR. bridge (9-10 M), upgrade (fine view of Groton, the Thames River and New London looking back), straight ahead through 4-corners (4 M & 5.2 M). Continue on main road through woods, curving left at reverse fork (6.7 M) direct into the main street of Old Mystic (7.9 M).

At fork leaving town (8 M) keep to right, but at fork (8.6 M), take left, straight ahead to next fork (10.4 M); here again keep right through 4-corners (10.5 M), bearing right also at 3-corners in woods (11 M). Picking up trolleys (from right—12 M) follow them across bridge (12.4 M) to last left turn before RR. just outside of Stonnington (12.7 M).

Quick through trips skirt the upper, outer edge of Stonnington; for the center of this quaint old town, run straight ahead across RR. at the station to the "green." Outbound (without stop), turn left at the Library, crossing RR. again, picking up the schedule at 13 M in the following text.

Turn 90° left just before reaching RR. station (12.7 M), taking next right and the following left (12.8 M); now continue to end of street (13 M), where turn left again with trolleys into the Shore Road. Keep straight ahead where tracks leave to right (15.2 M), avoiding left fork short distance beyond (15.5 M); thence on main road, down grade under RR. (17.8 M). Curve right immediately beyond, crossing bridge over Pawcatuck River (interstate boundary—17.9 M), straight ahead through business center,

18 18 WESTERLY, R. I. Dixon House. Smith's Garage, 83 Main St.; Kenyon Mach. & Auto Repair Co., 88 Main St.

Running from this line to points beyond Westerly, jump over the optional route now given from New London to Westerly via Mystic Bridge to page 240.

EQUAL RIGHT WITH OTHER TRAVELERS

The rights of the autoist on the public highways are equal to the rights of all other travelers if he has complied with the law of the State in regard to registering and obtaining a license and does not disobey the other legal requirements.



Outline map of this route to Narragansett Bay and Saundertown; for map beyond see page "Main Automobile Routes Around Narragansett Bay," page 275.

ALTERNATE, NEW LONDON TO WESTERLY VIA MYSTIC BRIDGE

MILEAGES
Total Intermediate

(This route to Westerly also shown on map page 238.)

o o NEW LONDON, State & Bank Sts.

(Also a good route, but more hilly and not so much used on quick through trips—general description and approximate distances only to Stonnington.) From Soldiers' Monument, State and Bank Sts., lower business center, run down State St. across RR. track near depot to

.I .I NEW LONDON-GROTON FERRY. (20-minute service to 7 P.M.; then half-hourly.)

(Ferry charge—small car 18c up; large car 33c up, according to size and number of passengers.) Cross Thames

DIXON HOUSE

Westerly, R. I.



First class, large, airy rooms, single or en suite with bath.

Especial attention to automobile parties, with garage near by.

WM. SEGAR,
Proprietor

A. B. SMITH, Mgr.

SMITH'S GARAGE

(Largest in City.) Storage for 30 cars.

AGENTS FOR BUICK AND REO CARS

Automobile and Motorcycle Supplies and Repairs

OUR MACHINE DEPARTMENT IS COMPLETE

83 MAIN ST., WESTERLY, R. I.

THE WESTERLY GARAGE

—MANAGED BY—

THE KENYON MACHINE AND AUTO REPAIR CO.

(Incorporated)

Automobile Supplies, Repairs and Storage. Best equipped Garage for repair work in southern Rhode Island.

88 MAIN STREET
Westerly, R. I.

WILLIAM CLARK, President
HARRY TUNSTALL, Vice-President
B. C. BENTLEY, Treasurer

Satisfaction guaranteed
Telephone, 254

River, running straight ahead from ferry to central 4-corners, Groton (2-10 M); here turn right down Thames St. with trolley, uphill, keeping to left at the Eastern Ship-building Co.'s plant.

Short distance beyond turn left under RR., past site of Old Avery homestead to and across Pequenoc Bridge (3.1 M); thence straight ahead, following telegraph poles up Fort Hill. Turn left (4.5 M) to fork (5 M); here keep to right descending bad grade to

7.6 7.5 MYSTIC BRIDGE.

Cross Mystic River into East Main St., turning right at Soldiers' Monument; but just before reaching RR. station turn left to end of street, following trolleys past cemetery into Shore Road. Continue direct with right turn across bridge (11.5 M) to last left turn before RR. just outside of Stonnington (11.8 M).

Quick through trips skirt the upper, outer edge of Stonnington; for the center of this quaint old town, run straight ahead across RR. at the station to the "green." Outbound (without stop), turn left at the Library, crossing RR. again, picking up the schedule at 12.1 M in the following text.

Turn 90° left just before reaching RR. station (11.8 M), taking next right and the following left (11.9 M); now continue to end of street (12.1 M), where turn left again with trolleys into the Shore Road. Keep straight ahead where tracks leave to right (14.3 M), avoiding left fork short distance beyond (14.6 M); thence on main road, downgrade under RR. (16.9 M). Curve right immediately beyond, crossing bridge over Pawcatuck River (interstate boundary—17 M), straight ahead through business center,

17.1 9.5 WESTERLY, R. I. Dixon House. Kenyon Mach. & Auto

Repair Co., 88 Main St.; Smith's Garage, 83 Main St.

This route continued to Narragansett Pier and Providence on the basis of 18 miles New London to Westerly via Old Mystic; coming to this point via Mystic Bridge, set the odometer ahead 8-10 mile or carry that difference along.

(Connecting—at fork 1.1 mile out—with macadam road

for Watch Hill.)

MILEAGES
Total Intermediate

18 18 WESTERLY, business center 1-10 mile east of bridge.

Take left (18.1 M), uphill, keeping right on Granite St. at watering trough in fork (18.2 M) and right also at 2nd watering trough in fork (18.6 M). Thence straight ahead on main road, passing fork on right (19.1 M—connection from this route to and from Watch Hill).

Keep left on macadam at 3-corners (23.6 M) through woods, bearing right (29.2 M) through 4-corners at small

HARRIS
(REGISTERED)
OILS

In the world's greatest endurance contest, Chicago, November 26, 27, 28, 1907, the winning car, Haynes, used Harris Light Oil; Also used at factory and branches.

hamlet (29.8 M) direct to next fork (30.4 M). Here (leaving the old, longer road to left), run straight ahead* onto new macadam*—keeping left at fork (35.9 M).

*A short stretch of sand just east of this fork (fall 1907), but macadam rapidly taking its place—probably complete spring 1908.

Direct on fine road 2.7 miles, where turn 90° right (38.6 M) and left short distance beyond (38.8 M)—straight ahead through the center of Wakefield, crossing RR. at station (39.5 M). At "T" in road just beyond (39.6 M), turn right with trolley to Dale Carlia 4-corners (40.1 M)—using care not to run through.

Here (leaving road with car-tracks straight ahead), turn 90° right across RR. (grade—40.3 M); 4-10 mile beyond (40.7 M), turn 90° left, over RR. tracks again (41.5 M). Direct—sharp right and left curves, 41.8 M—to end of road near oceanfront,

42.2 24.2 **NARRAGANSETT PIER.** The Gladstone; Greene's Inn (open throughout the year); Elm Cottage Cafe. Colonial Garage, opposite the Gladstone.

Turn 90° left direct through covered bridge (43.7 M)—sharp right and left curves—across trolley (46.5 M) to end of road (47.4 M). Here turn 90° right across trolley again (47.5 M) turning left (47.8 M) over trolley track again (48.6 M) to

49 6.8 **SAUNDERSTOWN (Depot),** connection to and from Newport via Jamestown Island.

FOR NEWPORT from this route turn right across trolley, direct downhill $\frac{1}{2}$ mile to ferry, which cross to Jamestown. Take main road, short distance across the island, with 2nd ferry to Newport. **FROM NEWPORT** into this route, take ferry to Jamestown, crossing that island; thence by 2nd ferry to mainland at Saunders-town. Ascend grade, crossing trolley to intersection of this main route $\frac{1}{2}$ -mile from ferry; turn right, picking up the schedule (at 49 M).

Straight ahead on main road from Saundertown (Depot—49 M), descending long hill (Barber's Heights): at foot of grade turn right and immediately left to Hamilton (52.3 M). Cross small wood bridge (52.4 M), trolley (52.8 M), RR. (53.7 M) and iron bridge (53.9 M) to "T" in road immediately beyond.

Turn 90° right to P. O., center of Wickford (54.1 M); here turn 90° left across trolley (54.2 M) to end of road (54.6 M). Again turn right, keeping right on main route at fork (56.8 M), crossing stone bridge (57.9 M).

Picking up trolley (from right—58.8 M), follow same across RR. bridge (58.9 M) and weak wood bridge (59.1 M) into center of E. Greenwich (61.3 M). Direct through, keeping straight ahead with trolley at fork (63.1 M) to hotel, center of Apponaug village (64.1 M); here turn 90° right.

3-10-mile beyond (64.4 M) turn 90° left, straight ahead with trolleys to cross-roads near Greenwood station (65.3

M); here again turn 90° right over RR.—caution for another left turn with trolleys just beyond (65.4 M). Where trolleys turn left (67.9 M), continue straight ahead to fork (68.3 M); now take left on best road.

Picking up car-tracks (from left—68.8 M), follow them across bridge (69.2 M) and RR. tracks (69.5 M), past Roger Williams Park (on left—70.9 M), straight ahead over RR. bridge (71.1 M) into Elmwood Ave., Providence. Follow trolleys all way past Grace Church and cemetery (on right—72.9 M) into and through Broad St. (stone block pavement), direct into Weybosset St. (73.6 M) to business center of

73.8 24.8 PROVIDENCE, Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263-264.

NEW LONDON TO NEW HAVEN, CONN.—52.7 MILES.

Choice of two routes to the ferry across the Connecticut River at Lyme-Saybrook; thence by the main road along the upper Long Island Sound shore through Clinton, Madison, Guilford and Branford, entering New Haven through East Haven and over Tomlinson Bridge. Roads mostly macadam (a few dirt stretches); grades numerous throughout.

This is approximately the middle part of the trunk-line highway between Providence, Newport, Narragansett Pier, etc., and New Haven, Bridgeport, Norwalk, Stamford and New York. It is also an important link in the through route from Boston and points above—as well as from the Massachusetts South Coast and the Cape Cod section to the Metropolitan District and points beyond, either through New York City or over the suburban roads between the Connecticut line and the lower Hudson River. Taken as a whole there is no good alternate to this route, as the roads above the "Shore Line" between New London and New Haven do not average good and the facilities for crossing the Connecticut River between Lyme-Saybrook and Middletown are meager.

FOR THIS AND OPTIONAL EXITS SEE NEW LONDON CITY MAP PAGE 235.

(Alternate route, New London to Lyme via Niantic and S. Lyme outlined in separate paragraphs immediately following Lyme in text of this route.)

MILEAGES
Total Intermediate

0 0 NEW LONDON, Soldiers' Monument, State & Bank St.

Start nearly west on Bank St.—stone block and brick pavement—to fork of streets and trolleys (7-10 M); keep



to right, upgrade on macadam to blacksmith shop in important fork (2.1 M). Here take right with car tracks and telegraph poles onto the inland road (leaving the shore road via Niantic to left), to end of macadam (3 M—fall 1907).

Where trolleys turn left (4.8 M), run straight ahead; picking up tracks (from left—5.9 M), follow them across small iron bridge (6 M) to hamlet of Flanders (7 M). Again leaving trolleys to left, run straight through to white church in fork (7.3 M); here again take right, winding but direct road with telegraph poles through woods.

At school in fork (9.6 M) keep to right—more winding road through woods, with various grades, to 3-corners (13.5 M); now curve left, direct past stone watering trough in reverse fork (15 M) into East Lyme (15.7 M). Continue straight ahead to end of road (16.2 M); turn 90° right through Old Lyme (passing Old Lyme Inn, on left, 16.3 M), across small bridge (16.5 M), bearing left at fork immediately beyond to

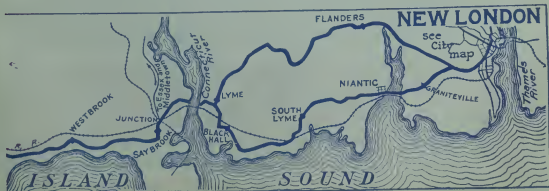
17 17 **LYME-SAYBROOK FERRY.** (*If boat is on the opposite side set signal and wait—no bridge or other alternative.*)

ALTERNATE, NEW LONDON TO LYME VIA NIAN TIC (not so quick for through trips, but a good and interesting run)—general description only and distances estimated beyond fork (2.1 M). Leave Soldiers' Monument, State & Bank Sts., running nearly west on Bank St.—stone blocks and brick pavement—to fork of streets and trolleys (7-10 M); keep to right, upgrade on macadam to blacksmith shop in important fork (2.1 M).

Here (where inland route takes right with car-tracks), take left, direct on main road—various grades and one toll gate to and across Niantic River bridge into Niantic (5 M). Follow main road to South Lyme (9 M); leaving this place take left fork, winding to RR. at S. Lyme station. Turn right, shortly crossing tracks; thence on main through road, crossing RR. again near Black Hall station, into Lyme (19 miles, distances estimated). Run through town and down to ferry, coinciding from that point with the inland route already given.

Boat will carry two (large) or four (small) cars; runs "as travel demands" between Saybrook and Lyme, until 9 P.M. In summer, otherwise until sundown only—charge 38c. up, according to size and number of passengers. It "puts up" for the night on west side of the river, but will ordinarily make out-of-hours trips at a special price. Frequently out of commission in winter by ice in river; but not "discontinued," as marked on some maps.

Cross to Saybrook side of Connecticut River, running straight ahead from ferry to prominent fork with signs (17.6 M); here take left over RR. tracks twice (18.6 M & 18.8 M) near Saybrook Jct. Continue direct on fine



broad macadam—Main St.—to town pump in road, central landmark for

19.5 2.5 OLD SAYBROOK.

For Fenwick-on the-Sound (FENWICK HALL), run straight ahead past town pump 1-3 mile; then curve left on fine macadam without another turn for a trifle over one mile. Then (1.5 M), turn 90° right over RR. tracks (1.6 M) and across long bridge over South Cove (1.7 M to 2.3 M) to the summer colony at the "point."

Turn 90° right at pump, direct on fine macadam to end of same (at 21.3 M, fall 1907); thence on good dirt road to fork (22.8 M). Here keep to right uphill, running onto macadam again (23.4 M), direct through village of Westbrook (23.6 M), slowing down for sharp left turn, leaving town (23.7 M).

Continue on main road across short bridges (24.9 M & 25.4 M) into Clinton (28.1 M); run through, curving left (29.2 M) over iron bridge to fork (29.3 M). Here take left—sign "Madison"—direct through 4-corners (29.9 M), keeping on right (upper) side of small park through Madison (31.8 M) to fork short distance beyond (32.2 M).

Take left on main road—sharp right curve, 32.9 M—keeping left of cemetery in fork immediately beyond, direct to schoolhouse in next fork (33.6 M). Here take right over short bridge (33.7 M), but bear left at fork (34 M), running under RR. near East River station (34.3 M) to fork (34.8 M). Again keep left, straight ahead across iron bridge (35 M) to 4-corners with signs, outer edge of village.

36.5 17 GUILFORD. (*A small but often puzzling town to pass through.*)

To save confusion we run this route around the center of Guilford as indicated by various auto club signs; however, it is an equally good way to continue direct THROUGH 4-corners (36.5 M) on Boston St. to farther end of "Green." Leaving the town center from that point turn right along farther side of the "Green" (Whitefield St.) to upper end of same; jog left on Broad St. and 1st right on Fair St. to next left turn (York St.). Turn left on York St. crossing iron bridge, picking up the schedule at 37.5 M in the following paragraph.

Running Around the Center of Guilford via Route Marked by Auto Club Signs: Turn 90° right (at 4-corners—36.5 M) on Union St., meeting State St. (36.8 M); turn right on State St. to "T" in road at head of York St. (37.1 M—signs). Turn 90° left on York St. through 4-corners (37.3 M—school on right, just ahead), curving right immediately beyond, over iron bridge (37.5 M).

Continue nearly straight ahead (avoiding left fork, 37.6 M); at next fork (37.8 M) keep right on main road up



If you think we are too enthusiastic about
THE WARNER AUTO-METER

ask any owner of one.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Moose Hill—sharp right curve, 38.4 M—fine macadam to 3-corners (41.1 M). Here turn left, with sharp right curve (42.6 M), passing Driving Park (on left—42.8 M); thence direct over small bridges (44 M & 44.2 M), curving along right side of "green," entering

45.2 8.7 BRANFORD.

Picking up trolleys follow them past fine library building (on right—45.5 M), but where tracks turn left (45.7 M), keep straight ahead, bearing right at next fork (45.8 M) under RR. (46.4 M). At fork just beyond (46.5 M), bear right to top of grade (47.1 M), descending on fine surface past Lake Soltonstall (over to right).

Cross stone bridge (48.3 M), passing East Haven "green" on left (48.6 M); picking up trolleys (from left, just beyond), curve right with same (50.2 M), coming at once to irregular 4-corners at brick church. Here turn 90° left, straight ahead through next 4-corners (50.3 M), downhill with single trolley (double car-tracks turn right), direct over causeway to and across Tomlinson Bridge (51.2 M) into New Haven.

Straight ahead on bad stone pavement over RR. tracks (dangerous grade—51.4 M) to iron watering trough in fork of streets immediately beyond (51.5 M). Here turn right with car-tracks on East St. to foot of Wooster St. (51.6 M—easily passed); turn 90° left on Wooster St. (brick pavement, no trolleys), to intersection of Olive St. (52.1 M—just before RR. bridge*).

*This RR. bridge unfinished (fall 1907), meanwhile making the entrance into center of city given in next paragraph the best for general use. When complete, several crowded blocks on Chapel St. may be avoided by running nearly straight ahead over new RR. bridge into Crown St. to Temple or College St. A right turn through either of these streets will reach Yale Common just west of the business center; or a left turn on College St. will pick up the New Haven-New York route one block from start—see city map page 143.

Turn 90° right on Olive St. (52.1 M—just before RR. bridge); meeting car-tracks one short block beyond, turn left with same (52.2 M) into Chapel St., straight ahead over RR. tracks in tunnel (52.3 M). Continue on Chapel St., through central 4-corners at Church St. (52.5 M), running direct along Yale Common on right to head of College St..

5 2.7 7.5 NEW HAVEN. College buildings on right, hotel on left.

For hotels, garages, city map and various diverging routes, see title page New Haven section, page 143.

The
WHITE
The

Incomparable
Car for Service

White Garage in New Haven, 666 State Street

HARTFORD

16 miles from Middletown
66 miles from New London

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

New London Section, Route No. 5

NEW LONDON TO WILLIMANTIC, CONN.—31 MILES

Short line via Norwich, connecting at Willimantic for (1) Hartford, (2) Danielsonville and (3) Stafford Springs.

By means of this short route, the New London district is connected with Willimantic, the central city of eastern Connecticut, and the lines diverging therefrom. This provides for trips to Worcester and Hartford in addition to those given in Routes Nos. 3 and 4, this section; and incidentally to very many other points.

Leave New London by Route No. 3 (which see for full details) via Quaker Hill Settlement ($3\frac{1}{2}$ miles), Bartlett Forks (5 miles), Montville and Uncasville; thence over Mohegan Hill to Trading Cove ($10\frac{1}{2}$ miles). Here bear right and cross bridge to Thamesville ($11\frac{1}{2}$ miles). Direct on Thames Street 1 mile to west side of Norwich; turn right and cross both bridges on West Main Street into Main Street.

NORWICH

13 miles from New London

The Wauregan. Baird & Swan, Garage.

Turn west from center of town, then north, following general course of RR. and Yantic River through Norwich Town to Yantic (4 miles from Norwich, 17 miles from New London). Roads to Yantic macadam and good; hilly and poor next few miles. Bear right at fork leaving Yantic, and again right at fork shortly beyond to Smith's Corners; here take left fork to

FRANKLIN

23 miles from New London

Continue road to North Franklin; shortly beyond come alongside RR., which follow through South Windham (27 miles). Go through, on macadam again, which keep, still with line of RR., into South Main Street to bridge across river into Main Street, center of

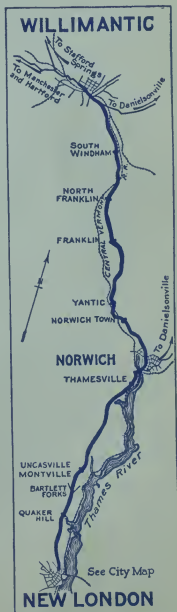
WILLIMANTIC

31 miles from New London

City map page 230, Hartford section; route map Willimantic to Hartford page 294.

Hooker House. Jordan Bros., Storage and supplies.

Connecting Route, (1) Willimantic to Hartford—33 miles



Leave Willimantic direct west on Main St.; at fork, edge of town, keep left across RR. and Willimantic River, on fair-to-good road to Hop River station (4 miles). Continue west on same road along Hop River and RR., crossing tracks (grade), at Andover (11 miles). Straight ahead, keeping east of RR., crossing same again to Bolton Notch (19 miles) to

MANCHESTER "GREEN"

23 miles from Willimantic

This point is situated about midway between Manchester and South Manchester.

Meeting trolleys keep straight ahead with them downgrade through Burnside (29 miles) to intersection, at right angles, of Main St., East Hartford (31 miles). Turn 90° left with car-tracks, which follow across long causeway to new stone-arch bridge across the Connecticut River.

Straight ahead from bridge exit into Morgan St., passing freight station (on right). Turn next left into Market St., past Police station (on right) 2 blocks to State St.; turn 90° right up State St. to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

33 miles from Providence

For hotels, garages, city map and various diverging routes, see title page; Hartford Section, page 213.

DRIVING ON WRONG SIDE OF HIGHWAY

One who drives on the wrong side assumes the risk, and must use greater care than if he had kept on the right side. If a collision takes place the presumption is generally against the party on the wrong side; especially is this true in the dark. But the fact that one is on the wrong side does not excuse the exercise of ordinary care on the part of the person on the right side. Persons lawfully using a public street owe to each other the duty of exercising ordinary care, and each is justified, in the absence of anything to the contrary, in assuming that the other will act so.

NEW LONDON TO BOSTON, MASS.—109.5 MILES

Via Norwich, Plainfield and Danielson, Conn., Chepachet and Woonsocket, R. I., Franklin, Wrentham and Dedham, Mass. Route Card No. 122, Automobile Club of America; reprinted by permission.

The interest and value of this route consist largely in the fact that it is—so far as known—the only route yet compiled with distances, between New London and Boston this way. It may frequently prove of use, especially between New London and Norwich and several points in Rhode Island and Massachusetts, not heretofore reached by the Blue Book routes.

MILEAGES (For detail of exit see New London city map page 235.)
Total Intermediate

0 0 **NEW LONDON.** (Mohegan Hotel.)

Take Main and North Main Sts. to top of steep hill; leave trolley and continue up hill to left and into

3.5 3.5 **QUAKER HILL SETTLEMENT.**

Bear right up sharp pitch (follow trolley to Norwich). Take middle road at Bartlett Forks direct through **Montville** and **Uncasville**, and over Mohegan Hill to

10.5 7 **TRADING COVE.**

Bear right and cross bridge to

11.5 1 **THAMESVILLE.**

Direct on Thames St. one mile to west side; turn right and cross both bridges on West Main and Main St.

13 1.5 **NORWICH.** (Wauregan House.)

Follow trolley on Main St., but do not cross bridge, to

14 1 **GREENVILLE.**

At forks bear left following trolley on North Main St. to

17 3 **TAFTVILLE.**

Immediately before reaching the Ponemah Mills turn right across trolley tracks and Shetucket River and bear left. 1-4 miles further bear left (middle road) and go under RR. (Bad road to Jewett City.)

21 4 **NEWENT.**

Pass church and turn right. Bear right to bad RR. crossing at Jewett station (22 miles). Bear right and near river turn left to bridge and

23 2 **JEWETT CITY.**

Cross RR. at grade; at end of town bear left and generally follow telegraph poles. Cross RR. twice at grade, and at 4-corners (29 miles) bear left to

30 7 **PLAINFIELD.** (Plainfield Inn.)

Mile beyond bear right; half mile further left and cross RR. at grade. Cross bridge to

33 3 **CENTRAL VILLAGE.**

Cross RR. at grade and bear right; mile beyond bear left around large schoolhouse, leaving it to right and keep up hill. (Do not follow trolley to left to Wauregan.) Keep direct road to left of RR. tracks and later follow trolley on Dyer, Franklin and Main Sts. into and through

39 6 **DANIELSON.**

Follow trolley and macadam through **Elmville** (2 miles); half mile beyond bear left into

42 3 **KILLINGLY.**

Cross RR., turn right and re-cross RR. both at grade to

43.5 1.5 **ATTAWAUGAN.**

At mills turn right and along river

45 1.5 **BALLOUVILLE.**

Turn left around mills, and bearing right, cross two bridges. A mile further, near Pineville, do not cross bridge but keep direct. A mile beyond (46) turn right across bridge and bear left. At the next turn (X roads) bear

HARRIS
(REGISTERED)
OILS

"Every drop counts" and a little goes a long way. Try it and convince yourself.

- right and after crossing bridge bear right and then left to
 50.5 5.5 "West Gloucester Forks."
 Direct. (Sand to Mapleville.)
 57.5 7 **CHEPACHET.**
 Turn left and then bear right. Coming into
 60.5 3 **MAPLEVILLE.**
 Bear left. Coming into
 61.5 1 **OAKLAND.**
 Cross RR. twice at grade and bear right.
 62.5 1 **GLENDALE.**
 Turn right across river, and RR. at grade. Turn left
 beyond station.
 63.5 1 **NASONVILLE.**
 Turn left across bridge, and right around store
 66.5 3 **SLATERSVILLE.**
 Follow trolley to right
 67.5 1 **FORESTDALE.** Direct.
 70 2.5 **GLOBE VILLAGE.**
 Turn left following trolley into
 71 1 **WOONSOCKET.**
 Bear left on Main St. and go under RR.; at fountain
 bear right to Social St. Where macadam bears to left
 (72 miles) around small church in forks, keep direct on
 Centre St.; a mile beyond turn right to Franklin St. At
 end of road (74 miles) bear left; near Wadsworth P. O.
 and depot (76 miles) turn right and cross RR. at grade.
 Bear left on King St. through outskirts of
 80. 9. **FRANKLIN.**
 To macadam and trolley, bear right on Centre St. to
 84.5 4.5 **WRENTHAM.**
 If the tourist, having used this route to Wrentham, will turn to Rhode Island
 section, Route No. 1, page 269, he will find more detailed running directions
 balance of way to Boston than the A. C. A. route card, used to this point, gives.
 At Common turn left to Washington St. to
 91. 6.5 **WALPOLE.**
 95.5 4.5 **NORWOOD.**
 97.5 2 **ISLINGTON.**
 Still on Washington St. to Court St. (a mile before Ded-
 ham) which take bearing right and through
 100 2.5 **DEDHAM.**
 On Court and Ames St. direct; from Ames St. beyond
 Dedham bear right to Bridge St., to Spring St., and after
 passing under RR., bear left to Centre St., and follow it
 through
 102 2 **EAST ROXBURY** and
 103 1 **PETERS HILL.**
 To the Arborway and Jamaica Pond (112 miles). Take
 either side of pond and into the Riverway, across Brookline
 Ave. to and through the Fens, bearing left on Audubon road
CHARLESGATE.
 Bear right on Commonwealth Ave., to the Public Gardens,
 109.5 6.5 **BOSTON.**

For hotels, garages and various diverging routes see Boston section,
 pages 303-305. [Ed. Blue Book.]

NEW LONDON-LONG ISLAND NORTH SHORE ROUTES

Crossing the Sound to Greenport, L. I.; thence along the North Shore to PORT JEFFERSON (connecting from Bridgeport, Conn.), and to HUNTINGTON (connecting from S. Norwalk, Conn.); continued to New York via the Jericho Turnpike, Jamaica and Long Island City.

This and the following route (New London and Greenport to New York via the South Shore) are included here primarily for the convenience of tourists who may find it advantageous to reach Long Island from the main routes of lower New England, using one of the boat lines across the Sound. To one starting from this territory for points on Long Island east of Huntington or Babylon, the saving in time and mileage by this means may be considerable, as compared with the same trip through New York City; furthermore, traffic congestion in and about Manhattan Island is entirely avoided.

Long Island roads compare most favorably with the roads of the "Shore Line" between New London or New Haven and New York, and there are fewer large places to go through. The most likely drawback to a through trip planned this way is the infrequency of the boat service and the cost of transporting automobiles—matters so subject to change that the general information covering these points given in the text of the routes ought to be supplemented, whenever possible, by current inquiry.

Boats leave New London (1907 schedule) 10 A.M. and 4:10 P.M.; returning leave docks foot of Main St., Greenport, 6:50 A.M. and 1:20 P.M. Rates \$5.00 up for runabouts; \$7.00 up for touring cars. It should be well known in advance that UP TO THIS TIME (FALL-WINTER 1907) LIMOUSINES AND CARS WITH LARGE STATIONARY TOPS CANNOT BE CARRIED ON THE BOAT IN THE GREENPORT-NEW LONDON SERVICE.

FOR LARGER SCALE MAPS AND OPTIONAL ROUTES THROUGHOUT LONG ISLAND, SEE NEW YORK STATE VOLUME NO. 1.

(Fine stretch of macadam from Greenport to Riverhead; beyond Riverhead principally dirt road to Port Jefferson, then macadam most of way to New York.)

MILEAGES
Total Intermediate
0 0

GREENPORT, Main and Front Sts.

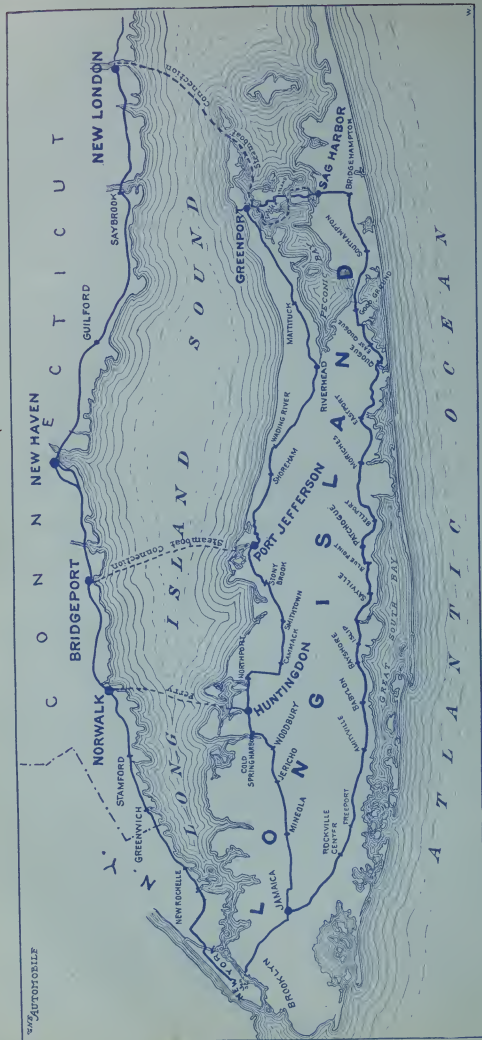
From Main St. turn 90° left on Front St. (1st left from boat dock and ferry), straight ahead across RR. (grade—2.3 M). Curve left over bridge (2.9 M) through Southold (4.7 M); at fork by monument (5.1 M) keep left to triple fork (5.6 M). Take the middle one of the 3 roads, sign "Riverhead," direct and unmistakable through Peconic (8 M) and Cutchogue (9.7 M) to 4-corners at church,

12.6 12.6 **MATTITUCK** (hamlet where first turn is made).

Turn left at church, direct but winding across RR. near Laurel (14.1 M); at fork (14.8 M), keep right, running above Jamesport (on left—16.5 M). Unmistakable, fine road through Aqueboag (18.7 M); curve left (20.3 M), crossing RR. (grade—21.4 M) on Main St. to fountain, center of

22 9.4 **RIVERHEAD**. Griffin House; Long Island Hotel. E Montoux, Jr., Bridge St., Garage.

Straight ahead on Main St., past fountain; road sandy in spots, crossing RR. (grade, 25.2 M—view obstructed by ice houses on right). Direct to fork (29.3 M); bear right, sign "Wading River," continuing straight through diagonal



OUTLINE MAP OF THE MOST-USED BOAT LINES ACROSS LONG ISLAND SOUND FROM NEW LONDON, BRIDGEPORT AND NORWALK, CONN., TO THE NORTH SHORE AND SOUTH SHORE ROADS OF LONG ISLAND, CONNECTING FOR BROOKLYN, LONG ISLAND CITY AND NEW YORK.

Chateau des Beaux-Arts

HUNTINGTON, LONG ISLAND, N. Y.

(EUROPEAN PLAN)

35 MILES FROM NEW YORK

SITUATED on Huntington Bay—North Shore of Long Island.
Commands a superb view of the Sound and Connecticut Shore.
Conducted on the same principles as the

Famous Watering and Pleasure Resorts of Europe

Electric Lights. Private Bathrooms. Hot and Cold Water in every room. Artesian Well Water.
Magnificent Casino on Water's Edge.
Seventy Acres of Private Grounds Surround the Hotel.
Music Every Day on Lawns and at Night on the Bay.
French Cuisine, Restaurant Service in the Casino and on the Beautiful Terraces facing the Sound at any hour of the day.

An Ideal Rendezvous for Automobilists and Yachtsmen.
Fine Anchorage. Large Pier for Yacht Landing.
Up-to-date Garage and Repair Shop. Complete Line of Supplies.
AUTOMOBILE LIVERY.
Accommodation for Private Parties of Three to Two Hundred.

Boating, Bathing, Fishing, Aquatic Sports, Regattas, Lawn Tennis.
Dairy Produce and Vegetables Supplied by the Beaux-Arts Farm.
Hotel Accessible by Railway and Waterway Routes and by the Best Automobile Roads on Long Island.

Auto and Carriage Service from Trolley Terminus.
A few minutes from Hotel.

TERMS ON APPLICATION

BUSTANOBY FRERES, Proprietors

Also Proprietors Cafe Des Beaux-Arts, New York
Owners of the Famous "Forbidden Fruit" Liqueur

cross-roads (31.4 M). Where road comes in from left (32.5 M) keep right to irregular 4-corners.

33.1 II.1 WADING RIVER (*a few houses only*).

Bear left along pond, upgrade through woods; numerous curves but direct, crossing RR. at Shoreham (formerly Wardencliffe) station (36 M)—Nicola Tesla's big steel tower in sight over to left. Continue on fair-to-good road, crossing RR. (grade, 39.6 M), view obstructed by trees on right.

At irregular fork (41.3 M) curve left through hamlet of Miller's Place (41.7 M); 1 mile beyond (42.7 M) again keep left, upgrade (42.9 M) to irregular fork (44.1 M). Keep left, straight ahead to cross-roads (45.4 M) upper Main St., Port Jefferson. Turn right downhill on Main St. to village center; here (where Main St. turns right), keep straight ahead through Jones St. to boat docks, Port Jefferson Harbor,

46.2 13.1 PORT JEFFERSON. Belle Terre Club Inn; A. N. Randall, Jones St., storage, repairs & supplies.

From May 1st to Nov. 1st boats make from 1 1-2 to 2 daily round trips between Pt. Jefferson and Bridgeport; balance of year 3 round trips a week. Cost: runabouts \$3.00 up; touring cars \$5.00 to \$8.00.

Continuing the trip from Greenport to New York turn left at waterfront, direct on main road through East Setauket

(48 M) to 4-corners, church on right (48.3 M). Turn right, curving left (48.8 M) to pond (48.9 M) do not cross bridge, but keep left, sign "Stony Brook," "Smithtown."

Continue through cross-roads (49.6 M); at fork (50 M), keep right, past Stony Brook station on left (50.9 M). Shortly beyond (51.3 M) keep main road, without crossing RR., to end of road at Stony Brook village (52 M).

Turn left; at fork (52.3 M), bear right up grade, keeping left at fork (53.5 M), sign "Smithtown," through 4-corners at St. James (54.3 M). Straight ahead to bad RR. crossing (55.4 M—view obstructed by trees), through woods to end of road, wood church on right (56.9 M).

Turn 90° right into Smithtown, passing depot on right (57.6 M); straight through under RR. bridge (58.3 M). At fork immediately beyond bear left through woods and right over narrow bridge (59.3 M). Direct on same road, passing between hotel on left and country store on right at 4-corners,

62.8 16.6 COMMACK.

Straight ahead to 1st cross-roads (63.9 M); turn 90° right through all cross-roads, running over RR. tracks at Northport station on left (66.8 M). At fork immediately beyond keep left with trolley; shortly (67.8 M) turn left across trolley on Washington St. Cross branch RR. (grade —68.1 M), continuing downgrade through woods, meeting the Shore Road at edge of

68.7 5.9 NORTHPORT BAY.

This avoids the longer route through Northport village; to go that way keep straight ahead from station (66.8 M), gradually bearing to left through village, meeting the shorter line, already given, about 1 mile farther this way.

Keep left, bearing right just beyond (68.9 M), winding along shore; at fork (69.3 M) keep right on macadam. Again keep right (69.6 M) and immediately left at church in fork (on right, 69.7 M), through woods to Centerport (70 M).

Pass pond on right, fine macadam through woods; at house in fork (71 M) keep right, upgrade on macadam with telegraph poles. Straight ahead through cross-roads (72.4 M), passing white church on right and fountain on left into East Main St., to center of

73.3 4.6 HUNTINGTON. Huntington Hotel, Main St. in village; North Shore Garage, N. Y. Ave., near main St.

For the CHATEAU DES BEAUX ARTS and ferry to and from S. Norwalk, Conn., run north from Main St. with trolley; at fork just after tracks turn off, bear right (1.3 M). At next fork (1.6 M) keep left and left also (1.8 M); at fork (2.1 M) bear right, following main road to the Chateau. RETURN SAME WAY. Ferry lands at S. Norwalk about 1 mile below Norwalk, where connection is made to and from the "Shore Line" between New Haven and New York.

Run west on Main St.; at fork midway upgrade (73.7 M) bear right and shortly downgrade through long stretch

of woods to end of road (74.6 M). Turn left, sign "New York," through Cold Spring Harbor village (75.1 M), straight ahead across the Huntington-Oyster Bay road (76 M), sharp right curve beyond.

At cross-roads (77.6 M) bear right under RR. (78.2 M), direct to 4-corners at Woodbury (79.4 M). Turn right, passing white church on right, fine new macadam, crossing RR. (grade—81.7 M). Direct to end of road (83.5 M); turn left to fork at

83.6 10.3 **JERICHO** (*entering the Jericho Turnpike*).

Bear right on the Jericho Turnpike, direct and unmistakable on fine wide macadam. Cross the Westbury Road (at right angles—87.5 M—connection to and from Westbury), running past Krug's Corner (**Krug's Hotel** right—89.7 M), just above Mineola.

Pass under RR. bridge (93.6 M), following trolley to Queens (95.5 M); at intersection of Queens Road (95.7 M) turn left into Hillside Ave. (96.5 M). Direct 2 1-2 miles to Peace Monument, Bergen St. and Hillside Ave. (1-3 mile north of Fulton, the main business street),

99 15.4 **JAMAICA**. (*Greenport-South Shore route comes in from the left.*)

Straight ahead on Hillside Ave.—wide macadam across "blind" single-track trolley. At garage on right-hand corner (100 M) turn right into Hoffman Boulevard, through several by-roads. Cross Broadway double trolleys (104.1 M) and RR. at grade (104.6 M); more RR. crossings (4 tracks at 105.4 M and 6 tracks at 107.4 M).

At Court House site on left (107.6 M) turn left with trolleys on Jackson Ave., following same under highway viaduct (108.2 M). Swing right, straight ahead on Borden Ave. along L. I. RR. yards and depot (on left), stone pavement to

108.6 9.6 **LONG ISLAND RR. FERRY**. [15c. (*small*), 20c. (*large*), car and driver; 3c. each passenger.]

Bear left from ferry slip (vehicle exit 33rd St. & 1st Ave.); turn right up 1st Ave. across 34th St. (108.7 M) to 36th St.—soda machinery bldg. on right (108.8 M). Turn left on 36th St. straight ahead to Broadway at Herald Bldg. (109.7 M); turn right up Broadway to

10.9 2.3 **COLUMBUS CIRCLE**, 59th St. & Central Park West.

"To KNOW HOW FAST and KNOW HOW FAR is to CONSERVE the POWER of your car."—WARNER. See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



NEW LONDON-LONG ISLAND SOUTH SHORE ROUTES

Crossing the Sound to Greenport, Shelter Island and Sag Harbor, L. I.; thence along the South Shore through Southampton, Quogue, Patchogue and Babylon to Jamaica, Long Island City and New York.

SEE INTRODUCTORY PARAGRAPHS TO THE PRECEDING ROUTE, PAGE 253

MILEAGES
Total Intermediate

(Roads average good throughout; some stretches oiled; a few easy hills.)

0 0 **GREENPORT FERRY.** (25c.-50c. for car and driver—10c. each passenger.)

Cross to Shelter Island Heights, keeping left, upgrade through Shelter Island Heights village (.1 M). Bear right at hotel, keeping left at fork (.3 M) and again left at irregular cross-roads (.4 M) to crossroads immediately after passing through rustic gate.

Turn left (.9 M) to cross-roads (1.3 M)*; turn right 7-10 mile to branch road on left (2 M). Turn left to "T" in road (2.6 M); turn right 1-2 mile to cross-roads (3.1 M); turn right, straight ahead 1.1 miles, where turn left (4.2 M) to (south side),

Ferry from Greenport to Shelter Island Heights village lands also at Manhasset House, connecting with this route at cross-roads (1.3 M). Directions this way: run up from ferry to Manhasset House (.1 M); turn right through private grounds to end of road (1.5 M). Turn left, winding along bay and gradually right to end of road (4.2 M); turn left to cross-roads (4.6 M) indicated by—3.3 miles farther this way.

4.3 4.3 **SHELTER ISLAND FERRY.**

Ferry consists of float conveyed by motor boat; will carry 2 cars—charge \$1.00. Irregular schedule; if on opposite side hoist flag—and wait.

Direct out from ferry landing, rough and sandy in spots; at fork (5.1 M) keep left to cross-roads (6.7 M). Turn left, straight ahead across causeway and drawbridge (7.9 M), bearing left across RR. (8 M) to fountain, Main St., center of

8.2 3.9 **SAG HARBOR.**

Bear left at fountain (right fork is a shorter but poorer road to Bridgehampton), direct south on Madison St. Follow main road (occasional signs, "Sagg St.") over RR. bridge (11.7 M) to 4-corners intersection of the

12.3 4.1 **SOUTH SHORE ROAD.**

Turn right direct to flagpole, Bridgehampton (13.5 M), straight ahead through village to next flagpole in fork (17 M). Bear left across short stone bridge (17.1 M); at fork immediately beyond, keep right.

Direct—now the "Hampton Road" to end of same at Main St., Southampton. Turn 90° left down Main St. and 1st right (19.5 M)—"Job's Lane"—keeping to right of square with cannon and flagpole.

19.9 7.6 **SOUTHAMPTON.**

Straight ahead on main road, keeping right at fork (21.3 M), passing "Art village" on right (21.4 M). At fork immediately beyond (21.5 M), turn right on "new road," running under RR. (21.8 M).

Continue on fine surface between Shinnecock Hills Golf Club (over to left) and Shinnecock Inn on right (22.9 M). Run again under RR. viaduct (26 M) to bridge over Shinnecock Canal (26.2 M) to flagpole and hotel at

26.3 6.4 **CANOE PLACE. Canoe Place Inn.**

Direct through on main road, making sharp right turn over RR. bridge (26.9 M) through Good Ground (27.5 M) to 4-corners (28.8 M). Turn left across RR. and 1st right, passing branch road on right (31.8 M), connecting to and from Riverhead, through East Quogue to flagpole, Quogue (33.6 M).

Curve gradually right with Shore Road to irregular fork (34.8 M); turn left across dam (34.9 M). At fork (35.5 M—just after passing wood church on right), keep left,* making right turn just beyond, straight ahead across another dam to flagpole,

36.7 10.4 **WESTHAMPTON BEACH. New Howell House.**

*On quick through trips without stop some mileage may be saved by keeping straight ahead at this church, running across bridge and through Westhampton P. O. This alternate would intersect the principal line just before crossing Beaver Dam (38 M); however, most of the travel goes via the beach.

Keep right fork at flagpole direct to fork at Beaver Dam (38 M); bear left across dam, direct on main road to fork (38.9 M). Bear right, straight ahead across Speonk Creek (wide dam), passing Speonk station over to right.

At fork just beyond (41 M), keep right across RR. (dangerous grade—41.2 M) over narrow dam (41.3 M) and wide dam (42 M). Pass Eastport station on left (42.2 M); at irregular 4-corners Eastport (42.7 M), keep left, crossing RR. twice at grade (42.9 M & 44.2 M).

Direct main road through East Moriches (44.7 M), crossing dam (45.6 M) into Center Moriches (46.2 M). Go through, over RR. tracks (47.3 M), again across dam at Moriches (48.6 M), direct through Southhaven village to small bridge over Carmen's River (51.9 M).

Follow main road through cross-roads, running under RR. viaduct (54.2 M) to Brookhaven (54.5 M). At fork by P. O. keep right, direct but with dangerous curve before reaching Belleport (56.4 M). Go through East Patchogue, crossing RR. (grade—59.4 M), passing old mill and pond on right (59.6 M) into

60.7 24 **PATCHOGUE. Roe's Hotel and Annex.**

Direct, crossing RR. (61.1 M); at cross-roads (62.3 M) turn left under RR. at Blue Point station on left (62.4 M). At cross-roads (hotel on left—63 M), turn right, sharp left and right curve, direct through Bayport (64.9 M) into Sayville (66 M).

Continue on main road through West Sayville (66.6 M), passing Oakdale station over to right (68.9 M). Cross RR. (69.7 M), excellent winding shell road through woods, caution for another grade crossing in cut (70.8 M).

Direct through East Islip (72.8 M) and Islip (73.8 M) to Bay Shore (75.9 M)—fine estates nearly all the way. Pass lake on right (79.1 M) and cross bridge (80.2 M) to fountain, center of

80.4 19.7 **BABYLON. Watson House.**

Straight ahead across trolleys—no turns or confusing points—through Amityville (85.7 M), Massapequa (89.4 M) and Merrick (93 M), crossing trolleys at Freeport (94.6 M); **Baldwin Motor Works.** Straight ahead through Baldwin (96.4 M), passing pond on right (96.9 M) into

98.3 17.9 **ROCKVILLE CENTER.**

Direct through past cannon (in reverse fork at village hall), crossing RR. at grade (98.6 M). At baseball grounds just beyond keep right fork, sharp left-and-right curves (98.9 M), then direct into Lynbrook (99.6 M).

Cross RR. at grade (100.7 M) through Valley Stream (101.5 M) and Rosedale (102.7 M), crossing bridge over pond (103 M). Continue through Springfield (104.2 M) crossing RR. at grade (104.4 M); left and right curves (106.5 M).

At fork (106.8 M) bear right; caution for RR. crossing (106.9 M); many tracks at grade, flagman and gates. Straight ahead across trolleys at Fulton St., entering

107.1 8.8 **JAMAICA.** (*Greenport-North Shore route comes in from the right.*)

Direct on Bergen St. to Peace Monument (107.4 M); turn 90° left on Hillside Ave.—wide macadam across “blind” single-track trolley. At garage on right-hand corner (108.4 M) turn right into Hoffman Boulevard, through several by-roads. Cross Broadway double trolleys (112.5 M) and RR. at grade (113 M); more RR. crossings (4 tracks at 113.8 M and 6 tracks at 115.8 M).

At Court House site on left (116 M) turn left with trolleys on Jackson Ave., following same under highway viaduct (116.6 M). Swing right, straight ahead on Borden Ave. along L. I. RR. yards and depot (on left), stone pavement to

117 9.9 **LONG ISLAND RR. FERRY.** [15c. (*small*), 20c. (*large*), car and driver; 3c. each passenger.]

Bear left from ferry slip (vehicle exit 33rd St. & 1st Ave.); turn right up 1st Ave. across 34th St. (117.1 M) to 36th St.—soda machinery bldg. on right (117.2 M). Turn left on 36th St. straight ahead to Broadway at Herald Bldg. (118.1 M); turn right up Broadway to

119.3 2.3 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

Q Corrections on any route in the Automobile Official A. A. A. Blue Book, or Suggestions for the betterment of any feature, are solicited from all users of this work. Absolute accuracy—not to say perfection—is not claimed at every point throughout the enormous detail incident to thousands of miles of American roads treated on this plan. But we believe that this volume has been laid out on the right lines; henceforth the watchword is improvement.

Q In a sense, this is pioneer work, and will be for some years to come. We have the facilities and the experienced staff, and are personally covering many important sections; but the field is practically limitless. Nothing will assist the improvement of subsequent editions so much as the active co-operation of every enthusiastic automobile tourist.

Q At times the “local viewpoint” is indispensable to an absolutely correct and definite result—which we shall have constantly in mind from the very issue of this edition. Just the right phraseology in a single line may save many a locally unacquainted tourist from going wrong. “Every little helps.”

Narragansett Hotel

PROVIDENCE, R. I.

AMERICAN AND EUROPEAN PLAN

FIRST CLASS IN EVERY RESPECT

D. B. HALL, Proprietor

The Crown Hotel

PROVIDENCE, R. I.

European
Plan



Garage
Connected

FRED. MANSFIELD, Proprietor



WIRTH'S

Hof Brau Haus

14-22 Garnet Street

Providence, R. I.

Two Entirely Separate Departments
Men's Cafe and Family Restaurant
Headquarters of R. I. Automobile Club

RHODE ISLAND SECTION

PROVIDENCE HOTELS—Crown Hotel, Weybosset & Garnet Sts.; Narragansett Hotel; Weybosset & Dorrance Sts.; Hof Brau Haus, 14 Garnet St.

PROVIDENCE GARAGES—Davis Auto Co., Inc., 7 Dorrance St.
Dauer Auto Co., 24 Richmond St. (off Weybosset St.)

ROUTES COVERED IN THIS SECTION

- No. 1. Providence to North Attleboro, Walpole, Dedham and Boston, Mass.
- No. 1A. " " Taunton, South Easton, Stoughton, Mattapan and Boston, Mass., a good alternate to No. 1, but 8 1-2 miles longer.
- No. 2. " " Narragansett Pier and Westerly, R. I., and New London, Conn.; connecting for Newport, R. I.
- No. 3. " " Fall River, Mass., and Newport, R. I.; with the corresponding return route (No. 3A) Newport and Fall River to Providence. **SPECIAL NOTE:** Variations for routes No. 3 and 3A via Bristol Ferry.
- No. 4. Providence to Newport, R. I., via Wickford and Saunderstown; with the corresponding return route (No. 4A), Newport to Saunderstown, Wickford and Providence.
- No. 5. " " Fall River and New Bedford, Mass., connecting at New Bedford and Wareham and Cape Cod Points.
- No. 6. " " Taunton, Middleboro and Plymouth, Mass.
- No. 6A. Connections from Route No. 6 to Brockton and Nantasket Beach, Mass.
- No. 7. Providence to Woonsocket, R. I., Millbury, and Worcester, Mass.
- No. 8. " " Plainfield, Willimantic and Hartford, Conn.
- No. 9. " " Southbridge, Palmer, and Springfield, Mass.
- No. 10. Newport to Fall River, Taunton, Stoughton and Boston, Mass.
- No. 11. " " New Bedford, Mass., skirting the lower edge of Fall River.

DAVIS AUTOMOBILE COMPANY

(INCORPORATED)

7 DORRANCE STREET
OPPOSITE UNION STATION

PROVIDENCE, R. I.

WINTON
OLDSMOBILE
THOMAS

LOCOMOBILE
CADILLAC

PEERLESS
DARRACQ
BUICK

Storage, Supplies and Accessories. Largest
Repair Shop in New England

OPEN ALL NIGHT

DAUER AUTO COMPANY

Agents for

FRANKLIN CARS

FOR RHODE ISLAND AND THE ATTLEBOROS.

Storage. Supplies. Best Equipped Garage and Repair Shop in Rhode Island. Centrally located

24-28 RICHMOND STREET, PROVIDENCE, R. I.

Off Weybosset Street. Telephone 4131-L Union

TOURISTS!

Our Supply House is centrally located opposite the R. R. Depot.

Look for the store with the Red Signs.

We carry in stock everything for the Automobile and the Autoist

Prestolite Gas Tanks

Bemus Timers

Waite Success Batteries

E. & J. Lamps

All makes of Tires
and Tire Supplies

Speedometers: All
makes

Road Books and
Maps

Schebler Carbureters

Kitsee Storage Batteries

Empire Tires, etc.

 Open Day and Night. After Midnight, 'Phone 990 West.

WAITE AUTO SUPPLY CO.

17 Dorrance St., PROVIDENCE, R. I.

'Phone. 3711 Union

(DEALERS AND JOBBERS)

The
Incomparable

WHITE

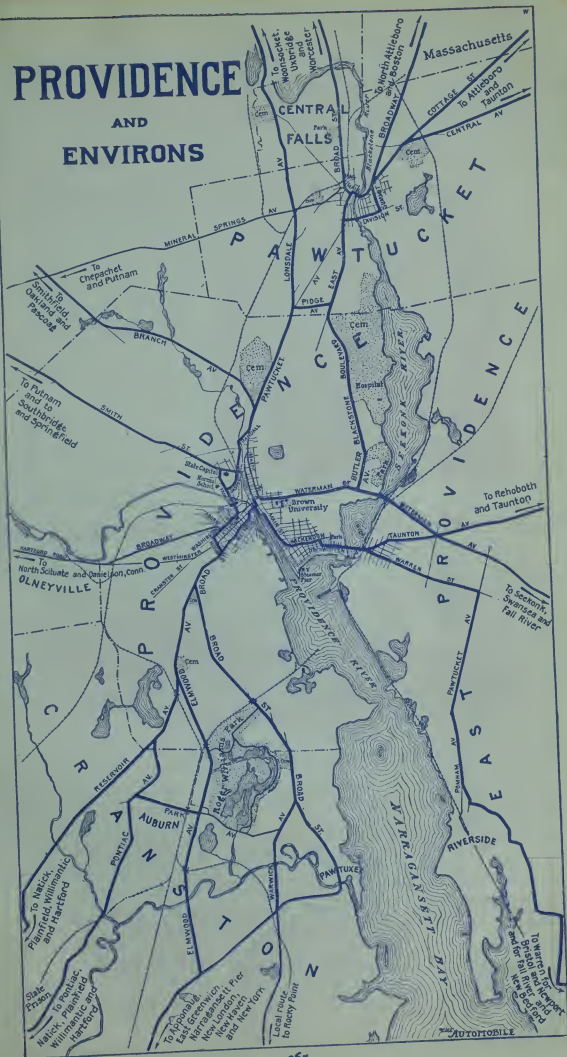
The
Car for Service

ONLY PERFECT SCORE IN QUAKER CITY REGULARITY RUN

In the Regularity Run of the Quaker City Motor Club, held July 30th, 1907, the single White entry, a Model "H," was the only one of the 45 starters which made a perfect score.

PROVIDENCE

AND ENVIRONS



Officially Appointed by Automobile Club of America

Hotel Thorndike, Boston

BOYLSTON ST. AND PARK SQ., OPP. PUBLIC GARDEN

Rates, E. P., \$1.50 and up. With Bath, \$2.00 and up

Motor Mart (Park Square) at rear of Hotel. Send for circulars showing route maps

Ye Olde English Dining Room at Hotel Thorndike

is BOSTON'S NEWEST and MOST NOVEL DINING PLACE



Thoroughly high
class and of the same
standard as New
York Restaurants

Entrance from Boyl-
ston Street, opposite
Public Garden.
(Motor Mart in Park
Square; directly in
rear of hotel.)

G. A. & J. L. DAMON, Props.

The Atlantic House, Nantasket Beach

Under the Same Management. Twenty Miles from Boston over Park Roads

J. LINFIELD DAMON, JR., Manager



Season June 15 to September 15.

Rates, A. P., day, \$4.00; week, \$21 and up.

Officially Appointed by Automobile Club of America

OFFICIAL AUTO STATION

— FOR —

NORTH ATTLEBORO, MASS.

STORAGE—SUPPLIES—REPAIRING

TELEPHONE
CONNECTION

J. P. BALLOU

PROVIDENCE TO BOSTON, MASS.—45.5 MILES

Short line via the Blackstone Boulevard, Pawtucket, R. I., North Attleboro, Wrentham, Walpole, Norwood and Dedham, Mass., entering Boston by the Park System. Route No. 2 is a full alternate via Taunton and Stoughton, but $8\frac{1}{2}$ miles longer.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP PAGE 264

MILEAGES
Total Intermediate

(Good roads and nearly level throughout.)

0 0

PROVIDENCE, Weybosset & Dorrance Sts.

Run up Weybosset St. past P. O. (on right—1-10 M), through Market Sq. (2-10 M) and across bridge to North Main St. (3-10 M). Turn 90° left on North Main St. and next right (4-10 M) on Waterman St., up steep grade, diagonally across Benefit St. Caution for sharp right and sharp left turns immediately beyond, with second upgrade past Brown University (on right—6-10 M).

Picking up trolleys (from right at University), follow them on Waterman St., bearing right (with car-tracks on same street—1.4 M) to intersection of Butler Ave. (1.6 M). Turn 90° left on Butler Ave., again picking up trolleys (from left—1.8 M); follow tracks to fork (2 M), where leave same by keeping left into the Blackstone Boulevard.

Continue on fine macadam to end of Boulevard at East Ave. (intersection of trolleys—3.6 M); here turn diagonally right. Thence direct on East Ave. (without regard to trolley leaving and returning), down-grade to central 4-corners.

5.1 5.1 PAWTUCKET, R. I.

Turn 90° right across Blackstone River bridge, taking left fork immediately beyond (5.2 M), leaving Taunton routes to right. Avoid 2 right forks (5.3 M and 5.5 M), following trolleys across RR. (grade—6.5 M) and over RR. bridge (6.7 M).

Straight ahead on fine State Macadam through numerous cross-roads, keeping left with trolley at fork (8.3 M). At next fork (8.5 M), where tracks cross the road and leave to right, take left on main thoroughfare. Picking up trolleys again (from right—11.8 M), follow same under RR. (12.7 M) to center of

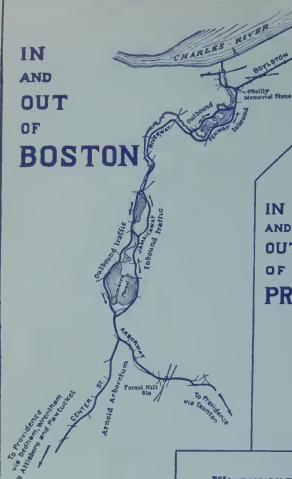
13.1 8 NORTH ATTLEBORO, J. P. Ballou, Garage.

Straight through, taking right fork of trolleys (13.4 M) to 4-corners (13.8 M); here turn 90° left with car-

HARRIS
(REGISTERED)
OILS

A New England representative of the Cadillac reports that after a run of nearly 4,000 miles using Harris Medium Oil, cylinders perfect as when car left factory, free from soot, no wear.

IN
AND
OUT
OF
BOSTON



IN
AND
OUT
OF
PROVIDENCE



THROUGH
TAUNTON



WALKER AUTOMOBILE



tracks through Plainville (14.6 M). Follow direct but winding road to 4-corners (18 M—water tower in sight, ahead on right); turn 90° right with trolleys, keeping to left of watering trough, entering Wrentham (19.4 M).

Pass white church on right; leaving trolleys (19.5 M), continue direct over RR. bridge (19.8 M) on fine State macadam. At fork (23.5 M) keep right on main road, bearing right over RR. bridge (25.5 M). Meeting trolleys (from right—26.1 M), follow same through Walpole (26.3 M), passing Memorial Library (on left—30.3 M), entering Norwood (30.6 M).

Straight through with trolleys, bearing right under RR. arch (31.4 M) and left under RR. arch again (32.1 M), sign "Washington St." At fork (33.9 M) take left (leaving car-tracks to right), following Court St. direct into center of

34.6 21.5 **DEDHAM**, Court House on right at principal 4-corners.

Direct ahead across trolleys into Ames St. to 4-corners (35.3 M); here turn 90° right into Bridge St., picking up trolleys from left (36.2 M). Immediately cross Vine Rock bridge over Charles River, following trolleys (now on Spring St.) under RR. (36.9 M); meeting Centre St. (37.1 M), bear left, straight ahead with trolleys over RR. bridge (37.4 M), West Roxbury.

Pass church and Parker monument (on left—37.7 M), keeping straight ahead where trolleys leave to right (38 M). At fork by old frame church (on left—38.3 M), bear left on Centre St., direct past Arboretum gate (on right—39.7 M), running into the parkway system (40.2 M).

With exactly the same total mileage, this inbound route through the park system varies in detail from the outbound route sufficient to use the right-hand driveway around Jamaica Pond and the corresponding right-hand connections until both driveways become one again at the crossing of Huntington Ave.

Keep left on parkway to forks (40.6 M); here curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Continue this drive (signs, "Jamaicaway") straight ahead across Perkins St. (41.3 M), keeping right at fork (41.5 M), making diagonal left bend across trolleys at

42.1 7.5 **HUNTINGTON AVE. & "RIVERWAY."**

Follow main thorofare across Brookline Ave. (trolleys—42.5 M), Longwood Ave. (42.8 M) and Brookline

The Incomparable **WHITE** The Car for Service

White Garage in Boston, 349 Newbury St.

Ave. again (trolleys—43.2 M). At forks (43.4 M—where left connects into the Audubon Road), continue nearly straight ahead into the "Fenway."

Bear left (43.6 M) with "Fenway," winding but direct road to Boylston St. exit from Parkway System (O'Reilly Memorial stone on left—44.2 M). Bear right into Boylston St. straight ahead across Massachusetts Ave. (44.3 M), passing Mass. Auto Club (on left—44.6 M) and Institute of Technology (on left—45 M), running along south side of Public Garden and Common,

45.5 3.4 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

PROVIDENCE TO BOSTON, MASS.—54 MILES

Alternate route via East Providence, R. I., Rehoboth, Taunton, Stoughton and Mattapan, Mass., entering Boston by the Park System. 8½ miles longer than No. 1, but roads equally good.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP PAGE 264

MILEAGES
Total Intermediate

(Good roads and nearly level throughout.)

0 0

PROVIDENCE, Weybosset & Dorrance Sts.

Run up Weybosset St. past P. O. (on right—1-10 M), through Market Sq. (2-10 M); cross canal bridge and turn 90° left into North Main St. Turn next right (4-10 M) on Waterman St., up steep grade, diagonally across Benefit St. Caution for sharp right and sharp left turns immediately beyond, with second upgrade past Brown University (on right—6-10 M).

Picking up trolleys (from right at University), follow them on Waterman St., bearing right with car-tracks on same street—1.4 M), crossing bridge over Seekonk River (1.8 M). Continue with trolleys—still Waterman St.—to fork of several roads at center of East Providence (2.6 M); here bear diagonally left into Taunton Ave.

Direct out on Taunton Ave.—soon becoming fine macadam; where trolleys turn right (7.6 M), continue straight ahead to fork (8.3 M). Turn right on macadam with sharp curves (8.6 M), picking up trolleys again (from right) at

"QUALITY COUNTS"
Ask any Owner
See pages 20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

8.9 8.9 REHOBOTH. (*A very small hamlet about midway between Providence and Taunton.*)

Just beyond (9 M) make sharp right turn (leaving car-tracks to left); at fork (9.2 M), keep left on macadam. Picking up trolleys from left (9.5 M), follow them past white church (on left—10.2 M).

Distance from this point to Westville (16 M) estimated while road was closed for macadamizing—fall 1907.

Straight ahead with trolleys on new macadam across iron bridge at hamlet of Westville (16 M) and over RR. (18.2 M) into Winthrop St., Taunton. Keep left with car-tracks at fork (18.3 M) and right with car-tracks at next fork (18.5 M), running along lower side of park entering

18.6 9.7 TAUNTON, Broadway & Winthrop Sts.

Continuing the trip to Boston turn 90° left at farther side of square into Broadway, straight out with trolleys—caution for tracks crossing the road (20.5 M). Cross RR. at Raynham station (on left—22 M); at fork (27.3 M) keep straight ahead, leaving trolleys to right.

Direct over RR. at South Easton station (on right—28.6 M); picking up trolleys (from left—28.8 M), follow them through South Easton (29.2 M). Leaving trolleys to right just beyond (29.4 M), run straight ahead through 4-corners (crossing trolleys—30.6 M), and over RR. bridge (32.9 M), keeping to left of park, entering

34.7 16.1 STOUGHTON. (*Connection from Brockton into this route by reverse fork on right just before reaching the park.*)

Bear slightly right across trolleys (leaving same to right—34.8 M); then straight ahead on main road through 4-corners (38.7 M—right to Randolph; left to Canton). At fork (39.3 M), keep right, picking up trolleys (from left—39.4 M), running immediately into Ponkapoag (39.5 M).

Straight ahead with car-tracks past Blue Hill trolley station (on left—41.4 M); at watering trough just beyond (41.5 M), bear diagonally left through cross-roads (41.6 M), signs "Blue Hill Ave." Follow trolleys across iron bridge over Neponset River at village of

45 10.3 MATTAPAN.

Continue with double car-tracks on Blue Hill Ave. under RR. (45.4 M); at end of long gradual grade (46.1 M), turn left into Morton St. At fork just beyond (46.2 M—Wellington Hill to left), curve right, straight ahead across Harvard St. (46.4 M) and diagonally left across Canterbury St. (46.8 M).

Past Forest Hills Cemetery (on left—47.5 M); at fork (47.6 M) turn right and bear immediately left (47.7 M—fork of 5-roads) into the Parkway System. Straight ahead across trolleys and under RR. at Forest Hills station (on left—48 M), bending right on main parkway just beyond.

Direct on the "Arborway," keeping diagonally right at 3-corners (48.8 M) to fork (49.1 M); here curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Continue this drive (signs, "Jamaicaway") straight ahead across Perkins St. (49.8 M), keeping right at fork (50 M), making diagonal left bend across trolleys at

50.6 5.0 **HUNTINGTON AVE. & "RIVERWAY."**

Follow main thorofare across Brookline Ave. (trolleys—51 M), Longwood Ave. (51.3 M) and Brookline Ave. again (trolleys—51.7 M). At fork (51.9 M—where left connects into the Audubon Road), continue nearly straight ahead into the "Fenway."

Bear left (52.1 M) with "Fenway," winding but direct road to Boylston St. exit from Parkway System (O'Reilly Memorial stone on left—52.7 M). Bear right into Boylston St. straight ahead across Massachusetts Ave. (52.8 M), passing Mass. Auto Club (on left—53.1 M) and Institute of Technology (on left—53.5 M), running along south side of Public Garden and Common,

54 3.4 **BOSTON, Boylston & Tremont Sts.**

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

PROVIDENCE TO NEW LONDON, CONN.—73.8 MILES

Main thorofare via East Greenwich, Wickford and Saunderstown to NARRAGANSETT PIER; thence through Wakefield and Westerly, R. I., Old Mystic and Groton, Conn., entering New London by ferry across the Thames River. Alternate Stonington to Groton and New London via Mystic Bridge.

Extensive improvements on this line during the past two years, especially on the lower Rhode Island Coast, have made it a good route practically throughout—greatly to the advantage of the "Shore Line" as a whole between Boston and New York, whose roads are now fully equal to those on the corresponding route through Worcester, Springfield and Hartford.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP
PAGE 264

MILEAGES
Total Intermediate

(Map of this route east of Saunderstown page 277; larger-scale map of the territory around Narragansett Bay, page 275.)

o o **PROVIDENCE, Weybosset & Dorrance Sts.**

Start nearly south on Weybosset St.—trolleys and stone block pavement; at fork (2-10 M) bear left on Broad St

to important fork of streets and car-tracks at Grace Church and cemetery (9-10 M). Keep to right (nearly straight ahead) into Elmwood Ave. direct on macadam with trolleys to Columbus statue in fork (2 M); now bear left—still Elmwood Ave.—across RR. bridge (2.7 M).

Pass Roger Williams Park (on left—2.9 M), crossing RR. (4.3 M—grade) and bridge over Pawtuxet River (4.6 M); leaving trolleys to right (5 M), run straight ahead, turning right at end of road (5.5 M). Picking up car-tracks (from right—5.9 M), follow same, slowing down for right turn (8.4 M) across RR. bridge at Greenwood station (8.5 M); at cross-roads immediately beyond turn left, direct to end of road (9.4 M).

Turn 90° right with trolleys to hotel, center of Apponaug village (9.7 M); here again turn 90° left direct through E. Greenwich (12.5 M), keeping right on main road, leaving town (13.4 M—left leads to State camp grounds). Follow car-tracks across weak wood bridge (14.7 M) and RR. bridge (14.9 M); leaving trolleys (to left—15 M), run straight ahead on main road across stone bridge (15.9 M).

Keep right upgrade on new macadam to important branch road just outside of Wickford (19.2 M); here leaving good road straight ahead—turn left across trolleys (19.6 M) to center of Wickford (19.7 M). Turn right to end of street (19.9 M), where again turn left across iron bridge;



GREENE'S INN

Narragansett Pier, R.I.

Open All the Year.

Directly on the Ocean.

American and European Plans.

Steam Heat—Open Fires—Lift.

Private Baths

Strictly High Class

**Garage
In
Connection**

**Headquarters
for
Automobilists**



LARGEST SAFEST BEST

Colonial Garage

NARRAGANSETT PIER, R. I.



NEXT TO ELM COTTAGE :: ACROSS FROM THE GLADSTONE
First Class Vulcanizing at Short Notice

Peleg Brown Co.

A Full Line of Supplies—Storage and Repairs—Complete Machine Shop with Power

ELM COTTAGE

Narragansett Pier, R. I.

OPEN ALL THE YEAR



Table d'Hote and a la Carte Service

Opposite the Gladstone

Next Door to Colonial Garage

M. A. WEBSTER, Proprietor

PAWTUCKET
See Special map:
"Providence and
Environns"

PROVIDENCE

TAUNTON

FALL RIVER

NEWPORT

**Main Routes
around
NARRAGANSETT
BAY**

275

THE GLADSTONE Narragansett Pier, R. I.

or comfort that modern ingenuity can suggest, it offers unrivaled advantages to the visitor. American and European plans.

Under the same liberal management which conducted it so successfully the last three seasons. A High Grade, Modern Hotel, equipped with every improvement for convenience.



Information and descriptive booklet may be had of

ANDREW RADEL,

or

A. L. SMITH,

Owner,

Manager.

at fork short distance beyond (20.1 M) keep left, at once over RR.

☐ Cross trolleys (21 M) and a small wood bridge (21.4 M); at fork immediately beyond bear right to end of road at Hamilton (21.5 M). Jog right and immediately curve left to fork (22.5 M); here take left on main road uphill ("Barber's Heights") direct to

24.8 24.8 SAUNDERSTOWN (Depot), connection to and from Newport via Jamestown Island.

FOR NEWPORT from this route turn left across trolley, direct downhill $\frac{1}{2}$ mile to ferry, which cross to Jamestown. Take main road, short distance across the island, with 2nd ferry to Newport. FROM NEWPORT into this route, take ferry to Jamestown, crossing that island; thence by 2nd ferry to mainland at Saunders-town. Ascend grade, crossing trolley to intersection of this main route $\frac{1}{2}$ mile from ferry; turn left, picking up the schedule (at 24.8 M).

Direct ahead on macadam from Saunderstown (Depot—24.8 M), crossing trolley (25.2 M) to end of road (26 M); here turn right across trolley again (26.3 M) to "T" in road just beyond (26.4 M). Turn 90° left, once more across trolley (27.3 M); thence on main road—several sharp turns—running through covered bridge (30.1 M) to

31.6 6.8 NARRAGANSETT PIER. The Gladstone; Greene's Inn (open through the year); Elm Cottage Cafe, Colonial Garage, opposite the Gladstone.

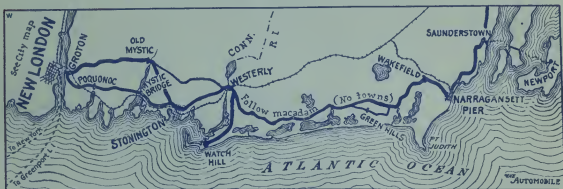
Turn 90° right into the "Kingston Road"—sharp right and left curves (32 M), crossing RR. (32.3 M) to end of

road (33.1 M); here again turn right, once more over RR. tracks (33.5 M,) meeting trolleys at Dale Carlia 4-corners (33.7 M). Turn 90° left with car-tracks to end of the road entering Wakefield (34.2 M); again turn 90° left across RR. at Wakefield station (34.3 M).

Direct through, turning right at end of town (35 M) and left just beyond (35.2 M), straight ahead to fork (37.9 M); here keep right on new State macadam through small hamlet (44 M). At 3-corners (44.6 M), bear left on main road through woods, keeping right on macadam at fork (50.2 M); pass reverse fork (on left, 54.7 M, connection for this route to or from Watch Hill).

Direct to iron watering trough in fork (55.2 M); here curve left, keeping left also at 2nd watering trough (55.6 M), downhill into Westerly. Turn right (55.7 M) through the business center between the **Dixon House** (on left—55.8 M), and Library (on right),

55.8 24.2 **WESTERLY, R. I.** Smith's Garage, 83 Main St.; Kenyon Mach. & Auto Repair Co., 88 Main St.



Outline map of the route from Saundertown and Narragansett Pier to New London; for Providence to Saundertown see larger-scale map, "Main Routes Around Narragansett Bay," page 275.

Straight ahead across small bridge (Pawcatuck River, interstate boundary—55.9 M), curving immediately left under RR. (56 M); at fork $\frac{1}{2}$ -mile beyond (56.5 M) take left upgrade (right is shorter but poorer road over Hinckley Hill to Old Mystic). Picking up trolleys (from left—58.6 M), follow them—with sharp right curve, 59.9 M—to last right turn before RR., just outside of Stonington (60.8 M).

Quick through trips skirt the upper, outer edge of Stonington; for the center of this quaint old town, run straight ahead across RR. to Public Library at the "green." Outbound (without stop), turn right at Library, crossing RR. again at the station, picking up the schedule at 61 M in the following text.

Turn 90° right just before the RR. (60.8 M), following

HARRIS
REGISTERED
OILS

"I consider best for Peerless Cars and use nothing else."—Charles H. Burman.

around to end of street (61 M); here turn right and immediately left to end of street again (61.1 M—just before RR.). Now turn right with trolleys across bridge (61.4 M), but at next fork (61.8 M*) leave car-tracks to left direct* to 3-corners in woods (62.8 M); bear left, straight ahead through 4-corners (63.3 M) to next fork (63.6 M).

*For alternate route to Groton and New London via Mystic Bridge and Pequonoc Bridge, see separate heading at end of this route.

Here keep right on main road into Old Mystic (65.9 M); at fork by white church (66 M) take left, straight ahead past white church on right top of grade to cross-roads and fork (67.1 M). Take right; $\frac{1}{2}$ -mile beyond (67.6 M) take left, straight ahead through 4-corners (68.6 M & 69.8 M), avoiding left fork (71.1 M).

Direct—fine view of Groton, Thames River and New London from top of grade, 72.6 M—across RR. bridge (72.9 M), turning right just beyond (73 M). Curve left (73.2 M) along river on right to central 4-corners, Groton (73.6 M); here turn 90° right to

73.7 17.9 GROTON-NEW LONDON FERRY. (20-minute service to 7 P.M.; then half-hourly.)

[Ferry charge—small car 18c up; large car, 33c up, according to size and number of passengers.] Cross Thames River, running straight ahead from ferry across RR. tracks near depot to Soldiers' Monument, State & Bank Sts., central point for routes into, through and out of

73.8 .1 NEW LONDON. (This route continued to Lyme-Saybrook, Guilford and New Haven in New London section, Route No. 2, page 242.)

For hotels, garages, city map and various diverging routes, see title page New London section, page 235.

ALTERNATE STONINGTON TO NEW LONDON VIA MYSTIC BRIDGE AND PEQUENOC BRIDGE

This option is identical with the description already given from Westerly, either skirting the upper outer edge of Stonington or through the old town of Stonington to fork (61.8 M in the preceding text). Here (where the former route to Old Mystic took right), keep to left with trolleys past cemetery to

65.3 9.5 MYSTIC BRIDGE. (General description and approximate distances only balance of way to New London.)

Cross Mystic River to end of Main St. short distance beyond; here turn left and immediately right uphill on Center St., following telegraph poles. At cross-roads 1-mile beyond keep straight ahead but at fork (67.8 M) take left; 1-mile beyond turn right downhill to Pequonoc Bridge (69.8 M)

Cross bridge, straight ahead with trolley, bearing left at the old Avery homestead into Groton. Nearing the

river turn right, downhill past the Eastern Shipbuilding Co.'s plant, following Thames St. to central 4-corners, Groton; turn 90° left to

72.8 7.5 GROTON-NEW LONDON FERRY. (20-minute service to 7 P.M.; then half-hourly.)

(Ferry charge—small car 18c up; large car 33c up, according to size and number of passengers.) Cross Thames River, running straight ahead from ferry across RR. tracks near depot to Soldiers' Monument, State & Bank Sts., central point for routes into, through and out of

72.9 .1 NEW LONDON. (This route continued to Lyme-Saybrook, Guilford and New Haven in New London section, Route No. 2, page 212.)

For hotels, garages, city map and various diverging routes, see title page New London section, page 235.

Rhode Island Section, Route No. 3

PROVIDENCE TO FALL RIVER, MASS. (20.3 MILES) AND NEWPORT, R. I. (39.8 MILES)

Via Washington Bridge to East Providence and through Warren to Fall River. Thence to Tiverton, crossing bridge at that point onto the Island of Rhode Island and by main road across the island to Newport.

This is the only one of the 3 routes between Providence and Newport that is independent of ferry transfers; and, despite the longer distance and the bad pavements through Fall River, better time can usually be made this way than via either Bristol (one ferry) or Saunterstown-Jamestown (two ferries).

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP PAGE 264.

MILEAGES
Total Intermediate

0 0

(Good roads and nearly level throughout—bad stone pavement through Fall River. Numerous sharp turns.)
PROVIDENCE, Weybosset & Dorrance Sts.

Run up Weybosset St. past P. O. (on right—1-10 M), through Market Sq. (2-10 M); cross canal bridge and turn right into South Main St. (3-10 M). Continue on South Main St. to fork (7-10 M), where keep left into Wickenden St., following same to Benefit St. (8-10 M).

Turn 90° right down Benefit St. to small park at intersection of Tockwotten St. (9-10 M); turn 90° left, straight ahead past Tockwotten Park (on left 1.2 M), crossing Washington Bridge (1.6 M). At fork with iron watering trough just beyond (1.9 M—left leads to Taunton), bear right with trolleys on Warren Ave. to intersection of Pawtucket



You ought to have
THE WARNER AUTO-METER

on your machine—it doubles the pleasure of autoing, helps you to control your machine and frequently saves embarrassing situations in the police court.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Ave. (3.3 M). Turn 90° right on macadam through Boyden Heights (4.8 M), passing Vanity Fair (amusement resort, on right—5.3 M).

At fork (5.5 M) bear left (leaving trolleys to right)—caution for 90° left turn (signboard—5.7 M), bearing right (6.1 M) and left (6.4 M), with sharp right (6.6 M). Thence direct on fine macadam—picking up trolleys (from right—7.4 M); follow tracks 4-10 mile only, taking left fork (7.8 M, leaving trolleys to right).

Coming to end of road (8.2 M) turn 90° right and 90° left (8.4 M) to end of road again (8.6 M). Here turn 90° right along Barrington River (on left), picking up trolleys (from right—9.2 M).

Follow tracks straight ahead past Barrington station (on right—10.3 M) to 4-corners at watering trough just beyond (10.4 M). Turn 90° left across iron bridge (10.9 M) and 2nd iron bridge (11.2 M), looking out for first left turn after passing stone church to center of

11.8 11.8 WARREN, Main & Childs Sts.

Here turn 90° left into Childs St. (trolleys run straight ahead to Bristol). Cross RR. (11.9 M); picking up trolleys again (from left—12.1 M), follow same to fork (13.7 M).

Here bear diagonally right with car-tracks through 4-corners (15 M), keeping right on main road (15.3 M) across iron bridge (15.4 M) to iron bridge and causeway

Central Garage

W. L. WILCOX, Proprietor

DURFEE STREET, OPPOSITE ARMORY

One Minute from Principal Hotel

FALL RIVER, MASS.

A COMPLETE LINE OF

SUPPLIES

EXPERT
MACHINISTS

COMPLETE
EQUIPPED SHOP

(16.7 M). Cross same, straight ahead over trolley tracks (18.1 M), turning left along bay (on right) to long iron bridge spanning the Taunton River (18.5 M).

Turn right with trolleys across bridge, curving sharp right immediately beyond (18.7 M) to end of street (18.9 M) turning left and 1st right (19 M) into Davol St. Where trolleys turn left (19.1 M), run straight ahead on Davol St. to large gas-tank (on left—19.3 M)*; here turn 90° left under RR. and immediately right on Durfee St.

*On quick trips to Fall River Line docks follow Davol St. to end and turn right over viaduct; this shortens time and distance by cutting out the business center.

Continue up steep grade on Durfee St., passing Wilcox's Garage (on right—19.9 M); at Elm St. (20 M—Armory on corner) turn 90° left to head of street (20.1 M). Here turn 90° right into N. Main St. to intersection of Pleasant St., center of

20.3 8.5 FALL RIVER, Main, Pleasant & Central Sts.

Direct through with trolleys past South Park (on right—22 M) to fork short distance beyond (22.3 M), keeping right through irregular 4-corners (22.6 M) to next fork (23.4 M); here leave car-tracks to left, running straight ahead. Picking up trolleys short distance beyond, keep left with tracks at fork (25.4 M) and right with tracks at fork (26.7 M), direct to junction of several roads at



Map of automobile routes into, through and out of Fall River, Mass.

WHEN IN **NEWPORT, R. I.** STOP AT THE

New Perry House

F. H. WISWELL, Prop

WASHINGTON SQUARE

*EUROPEAN PLAN
ROOMS WITH BATH*

*CAFE CONNECTED
CUISINE THE BEST*

Stop at the

CASINO GARAGE

CASINO TERRACE

NEWPORT, R. I.

For Storage, Repairs
and Supplies

HEADQUARTERS FOR AUTOMOBILE TOURISTS

Newport Engineering Works

359-365 Thames Street

The ONLY FIRE-
PROOF GARAGE in **NEWPORT, R. I.**

Over 16,000 Square Feet of Floor Space

Garage	6050 sq. ft.
Paint Shop	4250 " "
Machine Shop	2380 " "
Blacksmith Shop	1120 " "
Tire Repair & Storage Dept.	2380 " "
Total	16180 sq. ft.

NEW TIRES in stock. OLD
TIRES recovered. Damaged
Tires repaired. SUPPLIES of
all kinds. Our REPAIR De-
partment in charge of a gradu-
ate of Mass. Inst. of Technology

27.5 7.2 TIVERTON.

Turn 90° right across new iron bridge (27.6 M—"stone-bridge" on old maps) onto the Island of Rhode Island—caution for sharp left turn with trolleys (29.3 M); thence direct on the "East Road" to end of same at irregular 4-corners ("Two-mile Corner"—37.7 M). Turn left, still with car-tracks, same thoroughfare becoming Broadway, which follow past City Hall (on left—39.6 M), bearing right along upper side of Washington Sq. (small park),

39.8 12.3 NEWPORT, Broadway at Washington Sq.

New Perry House, Washington Sq. Newport Engineering Works, 359-367 Thames St.; Casino Garage, Casino Terrace.

For connections through Newport, including outline of drives along ocean and bay, see special map, page 287.

Rhode Island Section, Route No. 3A. (Return Trip)

NEWPORT TO FALL RIVER, MASS. (19.5 MILES) AND PROVIDENCE, R. I. (39.8 MILES)

Via the main road across the Island of Rhode Island and through Tiverton to FALL RIVER; thence to Warren and East Providence, crossing Washington Bridge into Providence.

FOR CONNECTIONS INTO THIS ROUTE FROM THE DRIVES ALONG OCEAN AND BAY IN THE VICINITY OF NEWPORT, SEE SPECIAL MAP, PAGE 287.

(Good roads and nearly level throughout; bad stone pavements through Fall River. Numerous sharp turns.)

MILEAGES
Total Intermediate

o o NEWPORT, Washington Sq.

Start nearly north on Broadway, past City Hall (on right—2.10 M); at Soldiers' Monument (4.10 M), bear left with trolleys and again left with trolleys at fork (1.3 M) to irregular 4-corners ("2-mile Corner," 2.1 M). Here turn right with car-tracks on the "East Road" curving left (3.6 M) to fork (9.1 M); again keep right—caution for 90° right turn with trolleys (10.5 M) to and across new iron bridge (12.2 M—"stone bridge" on old maps) into

12.3 12.3 TIVERTON.

Turn left with trolleys, keeping right with tracks at fork (12.8 M), upgrade; where trolley leaves (to right), run straight ahead, meeting same again (from right—16.4 M). Continue on S. Main St. through irregular 4-corners (17.2 M), passing South Park (on left—17.8 M) to intersection of Pleasant St., center of

19.5 7.2 FALL RIVER, Mellen House. Wilcox' Central Garage, Durfee & Elm Sts.

Direct through on N. Main St. to head of Elm St. (19.7 M—P. O. on left); turn 90° left down Elm St., turning 1st right (19.8 M—Armory on left) into Durfee St. Continue downhill on Durfee St.; at foot of grade (20.5 M).

turn 90° left under RR. and immediately right into Davol St.

Picking up trolleys (from right—20.7 M), follow them—with left turn, 20.8 M, and right turn at end of street. 20.9 M—caution for sharp left turn (21.1 M) over bridge spanning the Taunton River (21.3 M). Turn 1st left along bay or river (on left), shortly curving right on main road; at fork (21.6 M) keep right across trolleys (21.7 M).

Cross causeway and bridge (23.1 M) and 2nd bridge (24.4 M), keeping left on main road at fork (24.5 M), straight ahead through 4-corners (24.8 M). Picking up trolleys (from right—26.1 M), follow them to fork (27.7 M); here leave car-tracks to right, keeping straight ahead into Childs St., crossing RR. (27.9 M) to Main St., center of

28 8.5 **WARREN.** (*Route from Bristol Ferry comes in from the left.*)

Turn 90° right with trolleys, straight ahead across iron bridges (28.6 M & 28.9 M) to end of road at iron watering trough (29.4 M); here turn 90° right across RR. at Barrington station (on left—29.5 M). Where car-tracks turn left (30.6 M), run straight ahead along Barrington River (on right) to "T" in road (31.2 M).

Turn 90° left to end of road (31.4 M), where again turn 90° right, swinging left on winding highway just beyond 31.6 M to trolley line again (32 M). Turn right with trolley, but where tracks leave (to left—32.4 M), keep main road, curving sharp left (33.2 M) to fork (33.4 M). Here keep right on main road and left on main road at next fork (33.7 M) to end of road (34.1 M); turn 90° right, picking up trolley (from left—34.3 M).

Follow tracks past Vanity Fair (on left—34.5 M) and through Boyden Heights (35 M), same thoroughfare becoming Pawtucket Ave. to intersection of Warren St., East Providence (36.5 M). Turn 90° left with trolleys on Warren St., straight ahead past iron watering trough in reverse fork (37.9 M—route from Taunton comes in from the right).

Straight ahead across Washington Bridge (38.2 M) into Tockwotten St., Providence, which keep past Tockwotten Park (on right—38.6 M) to farther side of small park (38.9 M). Turn 90° right on Benefit St. and 2nd left (39 M) into Wickenden St., following same to brick factory in fork just beyond (39.1 M).

Curve right into South Main St., turning left (39.5 M) across canal bridge through Market St. (39.6 M) to fork of Westminster and Weybosset Sts. immediately beyond. Bear left into Weybosset St., past P. O. (on left—39.7 M), to the central point for routes into, through and out of Providence.

39.8 11.8 **PROVIDENCE,** Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263 and 264.

VARIATIONS FOR ROUTES NOS. 3 AND 3A VIA BRISTOL FERRY

As the map "Principal Automobile Routes Around Narragansett Bay," page 275, will show, the frequently used options between Providence and Newport via Bristol Ferry are simply slight variations from Nos. 3 and 3A, just given, via Fall River. Going this way, follow Route No. 3 to center of Warren (11.8 M); here, instead of turning left on Childs St. (for Fall River), continue straight ahead with trolley 4 miles.

At watering trough, just before entering Bristol, leave trolley, taking left fork—Hope St., which follow six blocks to Constitution St. Thence turn right downhill to ferry, which take across the bay to the landing on the upper western side of the Island of Rhode Island.

Boat leaves Bristol 7:15 A.M., 8:10 and 9 A.M., then hourly until 5 P.M.; also 5:50, 7:10, 9:10 and 10:10 P.M. Daily service, except that the 7:15 A.M. boat is omitted on Sundays, and the evening time is 7:25, 9:25 and 10:25—15 minutes later than on weekdays. Sundays only at 10:40 P.M. Charges: Runabouts, including driver, one way, 75 cents; round trip, \$1.00. Touring cars, including driver, one way, \$1.00; round trip, \$1.25; each additional passenger, 10 cents each way.

From Bristol Ferry, follow trolley up long hill and continue until tracks turn right across fields. *Keep straight on main road*, until another trolley is met, which follow via East Road (main highway), through Portsmouth and past 2-Mile Corner into Broadway, Newport.

Returning over this way follow Route No. 3A, except that when car-tracks turn right (at foot of long grade), near Tiverton Bridge, take left fork. Picking up another line of trolleys farther on, follow them (caution for sharp left turn with car-tracks at foot of hill just before reaching ferry), to ferry, which take across the bay to Bristol.

Boat leaves lower side of ferry 7:45, 8:30, 9:30, 10:20 A.M., and then hourly to 6:20 P.M.; also at 7:30, 8:30, 9:30 and 10:30 P.M. Daily service, except that the 7:45 A.M. boat is omitted Sundays, and the evening time is 7:15, 8:15, 9:15 and 10:15—15 minutes earlier than on weekdays. Sundays only at 11:10 P.M. Charges: Runabouts, including driver, one way, 75 cents; round trip, \$1.00. Touring cars, including driver, one way, \$1.00; round trip, \$1.25; each additional passenger 10 cents each way.

From Bristol side of ferry turn right uphill on Constitution St., one block, where turn left into Hope St., straight ahead. At watering trough meet trolley, which follow direct to center of Warren, referring to Route No. 3A for running directions balance of way (11.8 miles) to Providence.

Rhode Island Section, Route No. 4

PROVIDENCE TO NEWPORT, R. I.—26.8 MILES

Alternate to No. 3, via East Greenwich and Wickford to Saunders-town; thence by ferry across Conanicut Island to Jamestown and a second ferry to Newport.

This route is much used to and from Newport, but it has the disadvantage of requiring two ferry transfers, although the connections from the mainland at Saunders-town across Conanicut Island, and again from Jamestown to Newport are

quite convenient during the summer. Circuit trips including both Newport and Narragansett Pier will find it convenient to use this route at least one way.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP
PAGE 264.

(Large-scale map of the territory around Narragansett Bay, page 275.)

MILEAGES
Total Intermediate

o o

PROVIDENCE, Weybosset & Dorrance Sts.

Start nearly south on Weybosset St.—trolleys and stone block pavement; at fork (2-10 M) bear left on Broad St. to important fork of streets and car-tracks at Grace Church and cemetery (9-10 M). Keep to right (nearly straight ahead) into Elmwood Ave. direct on macadam with trolleys to Columbus statue in fork (2 M); now bear left—still Elmwood Ave.—across RR. bridge (2.7 M).

Pass Roger Williams Park (on left—2.9 M), crossing RR. (4.3 M—grade) and bridge over Pawtuxet River (4.6 M), leaving trolleys to right (5 M), run straight ahead, turning right at end of road (5.5 M). Picking up car-tracks (from right—5.9 M), follow same, slowing down for right turn (8.4 M) across RR. bridge at Greenwood station (8.5 M); at cross-roads immediately beyond turn left, direct to end of road (9.4 M).

Turn 90° right with trolleys to hotel, center of Apponaug village (9.7 M); here again turn 90° left direct through E. Greenwich (12.5 M), keeping right on main road, leaving town (13.4 M—left leads to State camp grounds). Follow car-tracks across weak wood bridge (14.7 M) and RR. bridge (14.9 M); leaving trolleys (to left—15 M), run straight ahead on main road across stone bridge (15.9 M).

Keep right upgrade on new macadam to important branch road just outside of Wickford (19.2 M); here leaving good road straight ahead—turn left across trolley (19.6 M) to center of Wickford (19.7 M). Turn right to end of street (19.9 M), where again turn left across iron bridge; at fork short distance beyond (20.1 M) keep left, at once over RR.

Cross trolleys (21 M) and a small wood bridge (21.4 M); at fork immediately beyond bear right to end of road at Hamilton (21.5 M). Jog right and immediately curve left to fork (22.5 M); here take left on main road uphill ("Barber's Heights") direct to

24.8 24.8 SAUNDERSTOWN (Depot; route to Narragansett Pier continues straight ahead).

Turn left, cross trolley and continue downhill to ferry (25.3 M), crossing to western side of Conanicut Island. Boats cross weekdays, hourly, from 7:30 A.M. to 6:30 P.M.; also at 7:45 P.M.; first Sunday boat, 8:30 A.M. Charges, mainland to mainland: Runabouts and driver, 60 c.; touring cars and driver, \$1.00; additional passengers, 10c. each. Time of passage, about 20 minutes.

Keep direct road across Conanicut Island about 1 mile to Jamestown on opposite side; boats connecting with Newport leave Jamestown, weekdays, hourly, from 6 A.M. to 7 P.M.; also at 6:25 P.M. Length of trip, also about 20 minutes, the schedule being arranged to give ample margin of time to connect both ways.

From ferry landing, Newport, go direct out one block on Mill St. to Thames St. Turn left (north) for center of city, RR. depot, etc.; turn right for road along the harbor; see city map below.

NEWPORT

26.8 miles from Providence

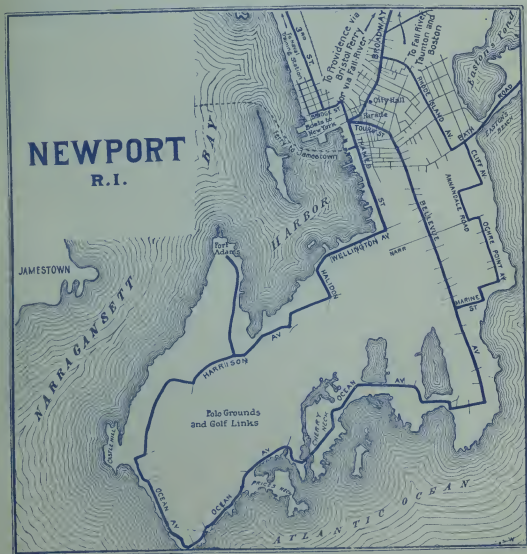
New Perry House, Washington Sq. Casino Garage, Casino Terrace; Newport Engineering Works, 359 Thames St.

Rhode Island Section, Route No. 4A (Return Trip)

NEWPORT TO PROVIDENCE, R. I.—26.8 MILES

Alternate to No. 3A, leaving Newport by ferry to Jamestown, crossing Conanicut Island, with a second ferry to the mainland at Saunderstown. Thence via Wickford and East Greenwich, entering Providence by Elmwood Ave., Broad and Weybosset Sts.

From hotel, garage or connecting route, take the most convenient of the several ways shown on the Newport city map below to the



MAP OF ROUTES INTO, THROUGH AND OUT OF NEWPORT, R. I., INCLUDING THE PRINCIPAL DRIVES ALONG OCEAN AND BAY.

Jamestown Ferry (foot of Mill St., one block from Thames St.), crossing to Jamestown, on the eastern side of Conanicut Island.

Boats leave Newport for Jamestown 6:30 A.M. and hourly to 7:30 P.M.; also at 9:15 P.M.; first boat from Newport Sundays 8:30 A.M. Charges, mainland to mainland: runabouts and driver, 60 cents; touring cars and driver, \$1.00; additional passengers, 10 cents each. Time of passage, about 20 minutes.

Keep direct road across Conanicut Island—about 1 mile to ferry on opposite side of Island; boats connecting with Saunderstown leave the Island weekdays, 7 and 8:05 A.M., and hourly, to 7:05 P.M. Last two boats from Newport (7:30 and 9:15 P.M.) do not connect for Saunders-town, but only for Jamestown. Length of trip also about 20 minutes, the schedule being arranged to give a small margin of time. From ferry landing, Saunderstown, go straight uphill 1-2 mile to

MILEAGES
Total Intermediate

(Route from Narragansett Pier comes in from the left.)

2 2 **SAUNDERSTOWN (Depot).**

Turn 90° right, straight ahead, descending long hill (Barber's Heights); at foot of grade turn right and immediately left to Hamilton (5.3 M). Cross small wood bridge (5.4 M), trolley (5.8 M), RR. (6.7 M) and iron bridge (6.9 M) to "T" in road immediately beyond.

Turn 90° right to P. O., center of Wickford (7.1 M); here turn 90° left across trolley (7.2 M) to end of road (7.6 M). Again turn right, keeping right on main route at fork (9.8 M), crossing stone bridge (10.9 M).

Picking up trolley (from right—11.8 M), follow same across RR. bridge (11.9 M) and weak wood bridge (12.1 M) into center of E. Greenwich (14.3 M). Direct through, keeping straight ahead with trolley at fork (16.1 M) to hotel, center of Apponaug village (17.1 M); here turn 90° right.

3-10 mile beyond (17.4 M) turn 90° left, straight ahead with trolleys to cross-roads near Greenwood station (18.3 M); here again turn 90° right over RR.—caution for another left turn with trolleys just beyond (18.4 M). Where trolleys turn left (20.9 M), continue straight ahead to fork (21.3 M); now take left on best road.

Picking up car-tracks (from left—21.8 M), follow them across bridge (22.2 M) and RR. tracks (22.5 M), past Roger Williams Park (on left—23.9 M), straight ahead over RR. bridge (24.1 M) into Elmwood Ave., Providence. Follow trolleys all way past Grace Church and cemetery (on right—25.9 M) into and through Broad St. (stone block pavement), direct into Weybosset St. (26.6 M) to business center of

26.8 24.8 **PROVIDENCE**, Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263-264.

PROVIDENCE TO FALL RIVER (20.3 M) AND NEW BEDFORD, MASS. (33.9 MILES)

Via Washington Bridge to East Providence and through Warren to Fall River; thence by nearly direct State macadam to New Bedford. Connecting with the routes of the New Bedford-Cape Cod Section for Cape Cod and points East.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS"
MAP, PAGE 264

(Good roads and nearly level throughout; bad stone pavements through Fall River. Numerous sharp turns Providence to Warren.)

MILEAGES
Total Intermediate

0 0 PROVIDENCE, Weybosset & Dorrance Sts.

Follow route No. 3, which see for full running directions and mileages, over Washington Bridge (1.6 M), through East Providence and Boyden Heights (4.8 M). Continue through Barrington (10.3 M) and Warren (11.8 M) on main-traveled road to

20.3 20.3 FALL RIVER, Main, Pleasant & Central Sts.

Turn 90° left on Pleasant St., straight out with trolleys on bad stone pavement; bear right (20.8 M) between grey stone factory buildings, curving left over Causeway (22.7 M). At fork just beyond (22.8 M), keep right across RR. (23 M) onto fine State macadam, crossing trolley (27.4 M), approaching the hamlet of Westport Factory (27.5 M).

Turn left, again across trolley, passing Lincoln Park (on right, 27.7 M) direct to fork at hamlet of North Dartmouth (30.8 M); here keep right with trolley but at iron watering trough in next fork (32.5 M), take left—leaving car-tracks to right. Straight ahead into Mill St. across trolley lines (33.3 M & 33.4 M) to intersection of Pleasant St. (33.7 M); here turn 90° right across Middle St. (33.8 M)* to City Hall, center of

33.9 13.6 NEW BEDFORD, Pleasant & Market Sts.

*On through trips to Cape Cod and points east through New Bedford, turn 90° left on Middle St., picking up the New Bedford-Cape Cod routes at that point, saving the short distance down to and back from City Hall.

For hotels, garages, city map and various diverging routes, see title page New Bedford-Cape Cod section, page 518.

HARRIS
(REGISTERED)
OILS

Will make Mitchell car give
better results and eliminate all
carbon and lubricating trouble.

Wm. A. Harris Engine Co.
R. I. Agt. Mitchell.

PROVIDENCE TO TAUNTON, MIDDLEBORO AND PLYMOUTH, MASS.

Via East Providence and Rehoboth to TAUNTON; thence through East Taunton to MIDDLEBORO, connecting to Plymouth via Plympton and Kingston. Supplemented by Route No. 6A, connecting from Taunton to Brockton and Nantasket Beach.

FOR THIS AND OPTIONAL EXITS SEE "PROVIDENCE AND ENVIRONS" MAP
PAGE 264

MILEAGES
Total Intermediate (Macadam to Taunton—variable roads beyond.)

0 0 PROVIDENCE, Weybosset & Dorrance Sts.

Run up Weybosset St. past P. O. (on right—1-10 M), through Market Sq. (2-10 M); cross canal bridge and turn 90° left into North Main St. Turn next right (4-10 M) on Waterman St., up steep grade, diagonally across Benefit St. Caution for sharp right and sharp left turns immediately beyond, with second upgrade past Brown University (on right—6-10 M).

Picking up trolleys (from right at University), follow them on Waterman St., bearing right with car-tracks on same street—1.4 M), crossing bridge over Seekonk River (1.8 M). Continue with trolleys—still Waterman St.—to fork of several roads at center of East Providence (2.6 M); here bear diagonally left into Taunton Ave.

Direct out on Taunton Ave.—soon becoming fine macadam; where trolleys turn right (7.6 M), continue straight ahead to fork (8.3 M). Turn right on macadam with sharp curves (8.6 M), picking up trolleys again (from right) at

8.9 8.9 REHOBOTH. (*A very small hamlet about midway between Providence and Taunton.*)

Just beyond (9 M) make sharp right turn (leaving car-tracks to left); at fork (9.2 M), keep left on macadam. Picking up trolleys from left (9.5 M), follow them past white church (on left—10.2 M).

Distance from this point to Westville (16 M) estimated while road was closed for macadamizing—fall 1907.

Straight ahead with trolleys on new macadam across iron bridge at hamlet of Westville (16 M) and over RR. (18.2 M) into Winthrop St., Taunton. Keep left with car-tracks at fork (18.3 M) and right with car-tracks at next fork (18.5 M), running along lower side of park entering

18.6 9.7 TAUNTON. (*General description and approximate distances balance of way to Middleboro and Plymouth.*)

Continuing the Trip to Middleboro, run straight ahead on Main St. to fork at Monument (18.8 M); here bear right into Summer St. across RR. bridge (19.1 M). At fork just beyond take left over bridge (Taunton River—19.2 M), keeping right on main road at fork (19.8 M).

At next cross-roads (Hart's Corner—20.5 M), turn 90° left with trolleys, which follow (avoiding all right and left forks) over RR. to and through East Taunton (23 M) to cross-roads where car-tracks divide (25 M). Here keep left—nearly straight ahead, following Middleboro trolley line, again over RR.; pass depot (on right) continuing through Centre St. to Main St.,

30 11.4 MIDDLEBORO, center of town.

The text for the balance of this run is a fair general guide, but not clear at all points; it should be used with care. Roads fair-to-good throughout this way, while the shorter route shown on some maps via North Carver is sandy and bad.

Turn 90° left on North Main St. to cross-roads short distance beyond (30.3 M); here turn 90° right over iron bridge (30.7 M); at fork 1 mile beyond (Middleboro Green—31.7 M), take left past white church. Continue straight ahead over RR. bridge (32 M) to fork (32.6 M); here keep right to end of prominent fork or end of road (33.5 M).

Turn left, keeping left also at fork 6-10 mile beyond (34.1 M), past signpost in irregular forks (34.2 M) to end of road (36.3 M). Here turn right and next left, straight ahead to 4-corners at Plympton (37.1 M). Bear right through 4-corners, following main highway; meeting trolley at Kingston, bear right with tracks all way into Court St. to center of

48.5 18.5 PLYMOUTH, center of town. The Samoset, nearly opposite RR. station; Hotel Pilgrim, 2.8 miles farther along the shore. Plymouth Auto Station (George E. Rounds), Park Ave. near RR. station.

Rhode Island Section, Route No. 6A.

CONNECTION FROM ROUTE NO. 6 (AT TAUNTON) TO BROCKTON AND NANTASKET BEACH, MASS.

(Distances reckoned locally from Taunton.)

From east side of "green" go north on Broadway (trolley) keeping straight line of trolley where other line forks to left. Continue 8 1-2 miles; at schoolhouse and pump take left fork (leaving trolley), follow main road, crossing RR. at station to.....South Easton, 10 1-4 m.

Straight on (trolley) 1-2 mile, turn right with trolley which follow three miles to Fair Grounds; just beyond meeting other trolley line from left and rear, turn sharp left into Belcher Ave. (leaving trolley). Continue to end of street, turn right and follow West Elm St. to Main St.....Brockton, 15 m.

W. H. Marble, 69 Main St., Garage.

**The Warner
Auto-
Meter**

QUALITY is what counts in the long run. Price may allure, but QUALITY will endure. Fight shy of a "cheap" speedometer. See pages 20, 761

Warner Instrument Co., Beloit, Wis.



Straight ahead across Main St., following East Elm St., becoming School St., beyond City Hall, under RR. arch and to end of street, bear left into Crescent St. (trolley). Beyond forks and watering trough turn left into Lyman St. (fire station on corner) and follow past cemetery, on left, to four corners (Sylvester's); turn right into Centre St. and follow trolley to.....Abington, 19 1-2 m.

In village turn left with trolley, then right branch of trolley (other trolley goes straight on to No. Abington) and follow Centre Ave. (trolley) to.....Abington Station, 20 1-4 m.

Keep straight ahead across RR. tracks (trolley turns left) and follow State road till trolley is met again, which follow to depot. Rockland, 22 m.

Cross RR. tracks, proceed through town, at top of hill turn right into Webster St. and follow trolley 2 1-2 miles, taking left branch of trolley at this point for.....Queen Anne's Corner, 27 1-4 m.

Follow trolley through South Hingham to.....Hingham, 32 1-4 m.

Beyond RR. crossing turn right into Summer St., with trolley, and follow all the way to.....Nantasket Beach, 36 m.

Atlantic Hotel, Nantasket Beach.

Rhode Island Section, Route No. 7

PROVIDENCE TO WORCESTER, MASS.—43 MILES

Through line via Woonsocket, R. I., and Uxbridge, Mass.

Road conditions.—Pavement and macadam to City Line; macadam to St. Francis Cemetery; dirt and sand to Lonsdale. Dirt and macadam, fair to Cumberland Hill and Woonsocket, good common roads, alternating with State Highway to Worcester.

From City Hall—Exchange Place; see city map—follow Francis St. (trolley) under Union station. At foot of hill turn right and follow Gaspee St. between State Capitol grounds and RR. freight yards to end, turning right across Smith St. bridge. Thence sharp left, following left fork—Ormsbee Ave.—to end; here bear slightly right and follow Charles St. (trolley) to Randall Sq.

Turn right with trolley up Randall St. to end; then turn left and keep on N. Main St. (double track trolleys), past car barns. At forks (drinking fountain), keep left on Main St. (trolley); where double tracks turn right keep straight ahead into Lonsdale Ave. (single trolley track). Continue through western portion of Pawtucket and Central Falls; beyond cemetery take right fork (trolley turns left), and continue to

LONSDALE (Old Village)

6 miles from Providence

Route No. 1 of this section, continued to Pawtucket, thence left from Main St. to Broad St. and straight ahead through Central Falls, is another way into the Woonsocket route. However, the line already described through the western edge of both Pawtucket and Central Falls not only cuts off some distance, but avoids the business center of Pawtucket.

Continue straight on across Blackstone River, and then across small stream and RR. to main road (trolley). Follow same through Berkeley (8 miles), and Ashton (9 1-2 miles), to

CUMBERLAND HILL

12 1-2 miles from Providence

Keep straight on (trolley) about 1 1-2 miles; then take left fork (leaving trolley). Follow main road down long bend, river and RR.; after

crossing RR. continue direct on Hamlet Ave. to Court St. Bridge. Cross br'dge over Blackstone R'iver, and turn right immediately beyond into Main St. to Monument Sq., business center of

WOONSOCKET

16 miles from Providence

Continuing this trip to Worcester, turn left at Monument Sq., direct out Blackstone St., crossing RR. About 3 blocks beyond RR. turn right from Blackstone St. into Harris Ave., bearing left along northern side of river to Blackstone (18 miles). Go through, following trolley also through Millville (20 miles); 2 miles beyond, where trolley turns off to right, keep main road, crossing RR., direct into

UXBRIDGE

25 miles from Providence

Another way from Uxbridge to Millbury—somewhat longer, but with more State Road—is to turn left at Uxbridge. Using this route keep left also beyond Uxbridge, making long loop downward and then upward to E. Douglas. Go through and keep due west through crossroads, then right through Manchaug, Sutton (4-Corners) and Wheelerville, turning right just beyond this place for Millbury, where join other route.

Do not turn right across RR., but keep on main road north, with trolley, through North Uxbridge, to Whitins RR. station (28 miles); here, where trolley turns left for Whitinsville, bear right across RR. Follow main road and RR., passing to right of Northbridge (depot), 32 miles; thence bearing gradually left through Farnumsville (34 miles) and Saundersville (35 miles). Follow trolley direct through Wilkinsonville to outer edge of Millbury (38 miles).

Where tracks make long left curve to enter the town, leave them, turning right 1-2 mile past cemetery, then left with trolley, direct through Millbury Ave. to Rice Sq. and Grafton Sq. At Grafton Sq. bear left on Grafton St. short distance, then bear right on same street. Direct to crossing of RR. tracks into Front St., and turn left up Front St. to Main St. (City Hall on left), center of

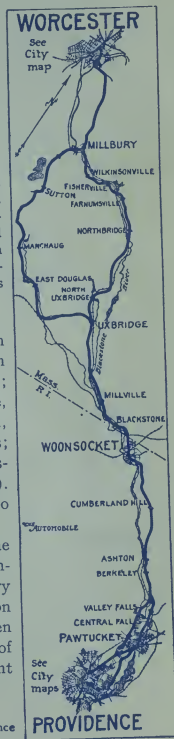
WORCESTER

43 miles from Providence

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.

OPINION EVIDENCE AS TO SPEED

While "opinion evidence" as to the speed of an automobile is admissible in a court of law, it is extremely unreliable and the judge or magistrate should place very little weight upon such evidence, especially when there is a conflict in the testimony.



- PROVIDENCE TO HARTFORD, CONN.—85 MILES.

From Market Sq., lower business center, bear left into Weybosset St., passing the Post Office. Follow Weybosset St. (cobble stones) up slight grade to fork, where take left, Broad St. At next fork take right, Elmwood Ave., passing Trinity Cemetery on left, trolley tracks on each side of street.

Follow this avenue straight ahead past Roger Williams Park (on left). At top of grade beyond park turn right, crossing RR. by overhead bridge, and turning left on macadam road, crossing RR. at Pocasset station. Pass State Prison, bearing right again, crossing RR. to Pontiac; go through, crossing RR. to

NATICK

6 miles from Providence

Follow RR. to River Point (11 miles), where turn left with river and RR. through Arctic (12 miles), and Quidnici (13 miles), to Anthony (14 miles). Cross RR. to Washington, recrossing it and skirting north side of ponds direct to Potterville (16 miles). Continue straight ahead through Rice City (21 miles); at fork by State line, just after passing small pond (on left), keep to right.

(Straight ahead through fork at State line is a shorter but poorer road through Oneco and Sterling village to Plainfield.) Cross RR. at Sterling station (28 miles), winding across tracks again to Moosup (30 miles). Follow main road, mostly macadam, to Central Village; here turn left on more macadam, crossing RR. once on way to

PLAINFIELD

35 miles from Providence

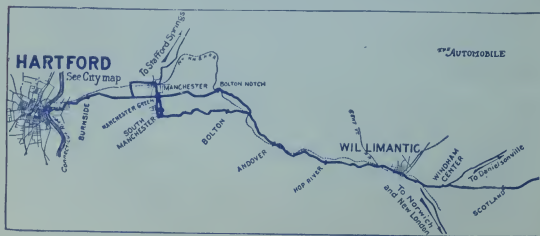
Turn 90° right across two railroads and over Quinnebaug River, through Canterbury (38½ miles), Westminster (43½ miles), and Scotland (45 miles) to Windham Center (49 miles). After crossing RR. bear right into South Main St. across Willimantic River, turning left into Main St.,

WILLIMANTIC

52 miles from Providence

Hooker House. Jordan Bros., repairs and supplies.

Leave Willimantic direct west on Main St.; at fork, edge of town, keep left across RR. and Willimantic River, on fair-to-good road to





Hop River station (56 miles). Continue west on same road along Hop River and RR., crossing tracks (grade), at Andover (63 miles). Straight ahead, keeping east of RR., crossing same again to Bolton Notch (71 miles) to

MANCHESTER "GREEN "

75 miles from Providence

This point is situated about midway between Manchester and South Manchester.

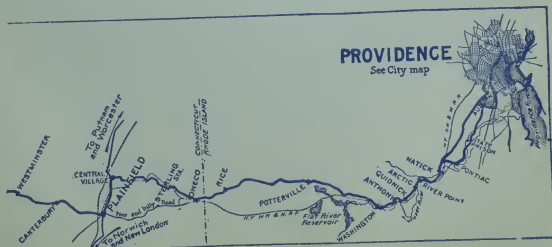
Meeting trolleys keep straight ahead with them downgrade through Burnside (81 miles) to intersection, at right angles, of Main St., East Hartford (83 miles). Turn 90° left with car-tracks, which follow across long causeway to new stone-arch bridge across the Connecticut River.

Straight ahead from bridge exit into Morgan St., passing freight station (on right). Turn next left into Market St., past Police Station (on right) 2 blocks to State St.; turn 90° right up State St. to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

85 miles from Providence

For hotels, garages, city map and various diverging routes, see title page, Hartford Section, page 213.



PROVIDENCE TO SPRINGFIELD, MASS.—77 MILES

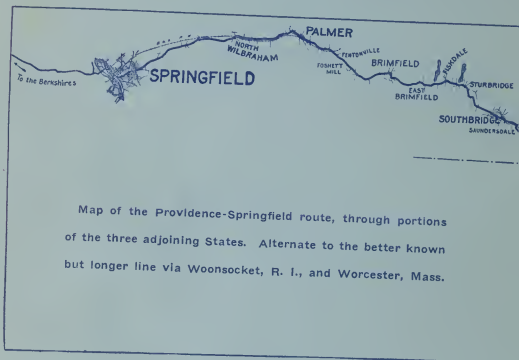
Via Centerdale, Harmony and Chepachet, R. I., N. Grosvenordale and Quinebaug Sta., Conn., Southbridge, Sturbridge, Palmer and N. Wilbraham Mass. General directions and approximate distances only.

From City Hall follow Francis St. (trolley) under Union Station and straight ahead past State Capitol (on right). At Smith St., just beyond turn 90° left, following trolley through Centerdale (5 miles); here cross RR. and continue through small villages of Graniteville, Greenville and West Greenville. Straight ahead on main road, some State macadam to

HARMONY, R. I.

10 1-2 miles from Providence

Continue nearly direct west on more State macadam; which ends



before reaching Chepachet (15 miles). Cross small bridge and keep left at fork; 1 mile beyond also keep left, passing below reservoir (on right). At fork just beyond, bear right across interstate line, continuing in a northwesterly direction through Thompson to N. Grosvenordale (30 miles).

Cross RR. and bridge, following main road in same general direction to Quinebaug Sta., Conn. (35 miles). Direct through across interstate line, RR. on right all way to Saundersdale, Mass. (40 miles). Turn right across tracks and immediately left, with trolley into

SOUTHBRIDGE, MASS.

41 1-2 miles from Providence

Direct through, following trolley on winding road—some State macadam—to Sturbridge (45 miles). Keep west with trolleys, passing below Cedar Pond to Fiskdale, and straight ahead from end of car-tracks to East Brimfield. Follow "Sturbridge Road," turning 90° right and just beyond 90° left into

BRIMFIELD

52 1-2 miles from Providence

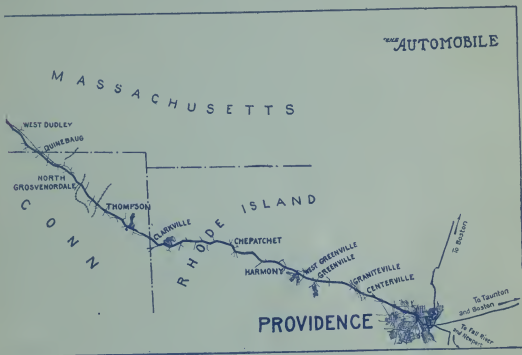
Continue west on the "Palmer Road" through all cross-roads, gradually ascending to Foskit's Mill. Straight ahead on State macadam direct over Quaboag River and B. & A. RR.; at once turn left on fine macadam direct into

PALMER

61 miles from Providence

Converse House; Nassawanno House; Whitcomb & Faulkner, repairs and supplies.

Straight through town taking first left at outer edge of same, direct road to North Wilbraham (41 miles). Turn left under RR. and right immediately beyond, keeping same road to grove (opposite St. Michael's Cemetery). Bear left into State St., direct with trolleys past U. S. Armory (on right), to intersection of Main St. (Masonic



Temple on left-hand corner). Turn right into Main St. short distance to business and hotel center of

SPRINGFIELD

77 miles from Providence

For hotels, garages, city map, and various diverging routes, see title page, Springfield section, page 397.

RIGHTS OF PEDESTRIANS

The law of the road does not affect persons on foot passing on the sidewalks; nor does it apply to a carriage meeting a person on foot. All persons have a right to walk in a highway or street, and whether they are or are not on the crosswalk they are entitled to the exercise of reasonable care on the part of persons driving along it. A person driving a vehicle along the street is bound to anticipate that travelers on foot may be at crossings and must take reasonable care not to injure them. While a foot passenger has no priority of right in the street or highway, he has the right to cross where he pleases, if he does so with due caution. Vehicles and foot passengers have equal rights in the street or highway, and both should exercise the care or caution that the circumstances demand.

NEWPORT TO BOSTON, MASS.—70.5 MILES

Via the main road across the Island of Rhode Island, Tiverton, FALL RIVER, Dighton, TAUNTON and Stoughton, entering Boston by the park system. Quickest route from Fall River boat landings to Taunton, Boston and points beyond.

FOR CONNECTIONS INTO THIS ROUTE FROM THE DRIVES ALONG OCEAN AND BAY IN THE VICINITY OF NEWPORT, SEE SPECIAL MAP, PAGE 287

(Good roads and nearly level throughout; bad stone

MILEAGES
Total Intermediate

pavements through Fall River.)

o o NEWPORT, Washington Sq.

| Start nearly north on Broadway, past City Hall (on right—2.10 M); at Soldiers' Monument (4.10 M), bear left with trolleys and again left with trolleys at fork (1.3 M), to irregular 4-corners ("2-mile Corner," 2.1 M). Here turn right with car-tracks on the "East Road" curving left (3.6 M) to fork (9.1 M); again keep right—caution for 90° right turn with trolleys (10.5 M) to and across new iron bridge (12.2 M—"stone bridge" in old maps) into

12.3 12.3 TIVERTON, Stone Bridge Hotel.

Turn left with trolleys, keeping right with tracks at fork (12.8 M), upgrade; where trolley leaves (to right), run straight ahead, meeting same again (from right—16.4 M). Continue on S. Main St. through irregular 4-corners (17.2 M), passing South Park (on left—17.8 M) to intersection of Pleasant St., center of

19.5 7.2 FALL RIVER, Mellen House. Wilcox' Central Garage, Durfee & Elm Sts.

Direct through on N. Main St. to head of Elm St. (18.7 M—P. O. on left); turn 90° left down Elm St., turning 1st right (19.8 M—Armory on left) into Durfee St. Continue downhill on Durfee St.; at foot of grade (20.4 M), turn 90° left under RR., and immediately right into Davol St.

Picking up trolleys (from right—20.6 M), follow them—with left turn, 20.7 M, and right turn at end of street, 20.8 M—caution for sharp left turn (21 M) over bridge spanning the Taunton River (21.2 M). Turn immediately right* with trolleys—sharp right turn (22.1 M) and sharp left turn (22.3 M), following state macadam, with right curve at fork (23.6 M), hamlet of Pottersville.

*Distance from end of bridge (21.2 M) to 22.1 M estimated while road was closed, fall 1907; if not open, run straight ahead from bridge, following macadam around to right, coming into the main road again just before the sharp left turn (22.1 M).

HARRIS
(REGISTERED)
OILS

At Minneapolis, June 28 and 29, '07, Mongini won 24-hour race with Locomobile, and Harris Oil worked perfectly.

Continue with trolleys, turning left on state macadam (25 M) through Somerset (25.6 M); at fork (26.2 M) keep right with car-tracks over RR. (26.6 M) and bridge (26.7 M). Pass Dighton Park (27.3 M—caution approaching small bridge (28.1 M); here bear right (leaving trolley bridge straight ahead). Meeting tracks just beyond, follow same into Pleasant St., turning 90° left into Main St., and next right,

28.5 9 **DIGHTON** (*small village*).

Straight ahead across RR. at Dighton station (dangerous grade—28.7 M); meeting car-tracks (from left—29.4 M) follow same to fork (31.1 M). Here leave trolley to left, direct across RR. (31.7 M); picking up car-tracks again (from left—31.8 M), curve right with tracks (32 M), straight ahead to fork (33.6 M).

Here keep left on main road with trolley; but where tracks leave (to right—33.8 M), continue direct into Somerset Ave., Taunton. Keep left at fork (34.1 M), crossing RR. (34.6 M—grade), to end of Somerset Ave. at Weir St. (34.7 M); bear left on Weir St., running along east side of "Common,"

35.1 6.6 **TAUNTON**, Weir and Main Sts. & Broadway.

Continuing the trip to Boston run nearly straight ahead along east side of "Common" into Broadway, straight out with trolleys—caution for tracks crossing the road (37 M). Cross RR. at Raynham station (on left—38.5 M); at fork (43.8 M) keep straight ahead, leaving trolleys to right.

Direct over RR. at South Easton station (on right—45.1 M); picking up trolleys (from left—45.3 M), follow them through South Easton (45.7 M). Leaving trolleys to right just beyond (45.9 M), run straight ahead through 4-corners (crossing trolleys—47.1 M), and over RR. bridge (49.4 M), keeping to left of park, entering

51.2 16.1 **STOUGHTON**. (*Connection from Brockton into this route by reverse fork on right just before reaching the park.*)

Bear slightly right across trolleys (leaving same to right—51.3 M); then straight ahead on main road through 4-corners (55.2 M—right to Randolph; left to Canton). At fork (55.8 M), keep right, picking up trolleys (from left—55.9 M), running immediately into Ponkapoag (56 M).

Straight ahead with car-tracks past Blue Hill trolley station (on left—57.9 M); at watering trough just beyond (58 M), bear diagonally left through cross-roads (58.1 M), signs "Blue Hill Ave." Follow trolleys direct across iron bridge over Neponset River at village of

61.5 10.3 **MATTAPAN**.

Continue with double car-tracks on Blue Hill Ave. under RR. (61.9 M); at end of long gradual grade (62.6 M), turn left into Morton St. At fork just beyond (62.7 M—Welling-

ton Hill to left), curve right, straight ahead across Harvard St. (62.9 M) and diagonally left across Canterbury St. (63.3 M).

Past Forest Hills Cemetery (on left—64 M); at fork (64.1 M) turn right and bear immediately left (64.2 M—fork of 5-roads) into the Parkway System. Straight ahead across trolleys and under RR. at Forest Hills station (on left—64.5 M), bending right on main parkway just beyond.

Direct on the "Arborway," keeping diagonally right at 3-corners (65.3 M) to forks (65.6 M); here curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Continue this drive (signs, "Jamaicaway") straight ahead across Perkins St. (66.3 M), keeping right at fork (66.5 M), making diagonal left bend across trolleys at

67.1 5.6 HUNTINGTON AVE. & "RIVERWAY."

Follow main thorofare across Brookline Ave. (trolleys—67.5 M), Longwood Ave. (67.8 M) and Brookline Ave. again (trolleys—68.2 M). At fork (68.4 M—where left connects into the Audubon Road), continue nearly straight ahead into the "Fenway."

Bear left (68.6 M) with "Fenway," winding but direct road to Boylston St. exit from Parkway System (O'Reilly Memorial stone on left—69.2 M). Bear right into Boylston St. straight ahead across Massachusetts Ave. (69.3 M), passing Mass. Auto Club (on left—69.6 M) and Institute of Technology (on left—70 M), running along south side of Public Garden and Common.

70.5 3.4 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

NEWPORT TO NEW BEDFORD, MASS.—32 MILES

Via the main road across the Island of Rhode Island, and through Tiverton, skirting the lower business center of Fall River; thence by nearly direct State macadam through Westport Factory to New Bedford. Connecting with the routes of the New Bedford-Cape Cod section for Cape Cod and points East. Map page 353.

This is the best and quickest way between Newport and New Bedford, the shorter line (shown on some maps) from Tiverton nearly direct across to Westport Factory being a poor, sandy road. Care is needed in making the cut-off through lower Fall River; but this is doubly worth while to avoid the bad stone pavement on the principal streets leading into and out of that city.

FOR CONNECTIONS INTO THIS ROUTE FROM THE DRIVES ALONG OCEAN AND BAY IN THE VICINITY OF NEWPORT, SEE SPECIAL MAP, PAGE 287

MILEAGES
Total Intermediate (Good roads and nearly level throughout.)

o o NEWPORT, Washington Sq.

Start nearly north on Broadway, past City Hall (on right—2.10 M); at Soldiers' Monument (4.10 M), bear left with trolleys and again left with trolleys at fork (1.3 M),

to irregular 4-corners ("2-mile Corner"—2.1 M). Here turn right with car-tracks on the "East Road" curving left (3.6 M) to fork (9.1 M); again keep right—caution for 90° right turn with trolleys (10.5 M) to and across new iron bridge (12.2 M—"stone bridge" on old maps) into

12.3 12.3 TIVERTON, Stone Bridge Hotel.

Turn left with trolleys, keeping right with tracks at fork (12.8 M), upgrade; where trolley leaves (to right), run straight ahead, meeting same again (from right—16.4 M). Continue on S. Main St. to (but not through) irregular 4-corners, "Globe village," **lower edge of**

17.2 4.9 FALL RIVER.

Turn right on Globe St., bearing left short distance beyond (17.3 M) past mills; where trolleys leave (to left just beyond), run straight ahead on macadam to Stafford Road (18 M). Turn sharp left with car-tracks to iron watering trough just beyond (18.1 M); here turn 90° right into Brayton Ave.

Straight ahead on Brayton Ave. to end of same (18.8 M), where turn 90° left on Jefferson St., direct to fork (19.1 M). Bear right between large mills and across bridge over Quequeshan River (19.3 M) on Quequeshan St. to diagonal 4-corners intersection of Pleasant St. (19.6 M).

Turn sharp right on Pleasant St. with trolleys, straight ahead on bad stone pavement, curving left over causeway and bridge (20.8 M). At fork just beyond (20.9 M), keep right across RR. (21.1 M) onto fine State macadam, crossing trolley (25.5 M), approaching hamlet of Westport Factory (25.6 M).

Turn left, again across trolley, passing Lincoln Park (on right, 25.8 M) direct to fork at hamlet of North Dartmouth (28.9 M); here keep right with trolley but at iron watering trough in next fork (30.6 M), take left—leaving car-tracks to right. Straight ahead into Mill St. across trolley lines (31.4 M & 31.5 M) to intersection of Pleasant St. (31.8 M); here turn 90° right across Middle St. (31.9 M)* to City Hall, center of

32 14.8 NEW BEDFORD, Pleasant & Market Sts.

*On through trips to Cape Cod and points east through New Bedford, turn 90° left on Middle St., picking up the New Bedford-Cape Cod routes at that point, saving the short distance down to and back from City Hall.

For hotels, garages, city map and various diverging routes, see title page New Bedford-Cape Cod section, pages 517-518.

ACCURATE as a
WATCH; RELIABLE
as a COMPASS.

See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



Hotel Somerset

Commonwealth Avenue
Boston, Mass.



The Somerset has large and commodious rooms conveniently arranged for automobile parties. Located near the hotel is one of the most up to date garages in the city.

FRANK C. HALL, Manager
Member of the Bay State Automobile Assoc.

Park Square Auto Station



Storage
Care
Repairs

Open Day and Night
Cars to Rent
by Hour or Day

— Agents For —

Stoddard-Dayton and Berliet Automobiles

— and —
National Batteries

FULL LINE OF SUPPLIES

43 COLUMBUS AVENUE - BOSTON, MASS.
Telephone, 192 Tremont

C. F. Whitney, Manager

BOSTON, MASS., SECTION

BOSTON HOTELS—Somerset, Commonwealth Ave. & Charlesgate West; Vendome, Commonwealth Ave. & Dartmouth St.; Thorndike, Boylston St. & Park Sq.; Brunswick, Boylston St. at Copley Sq.

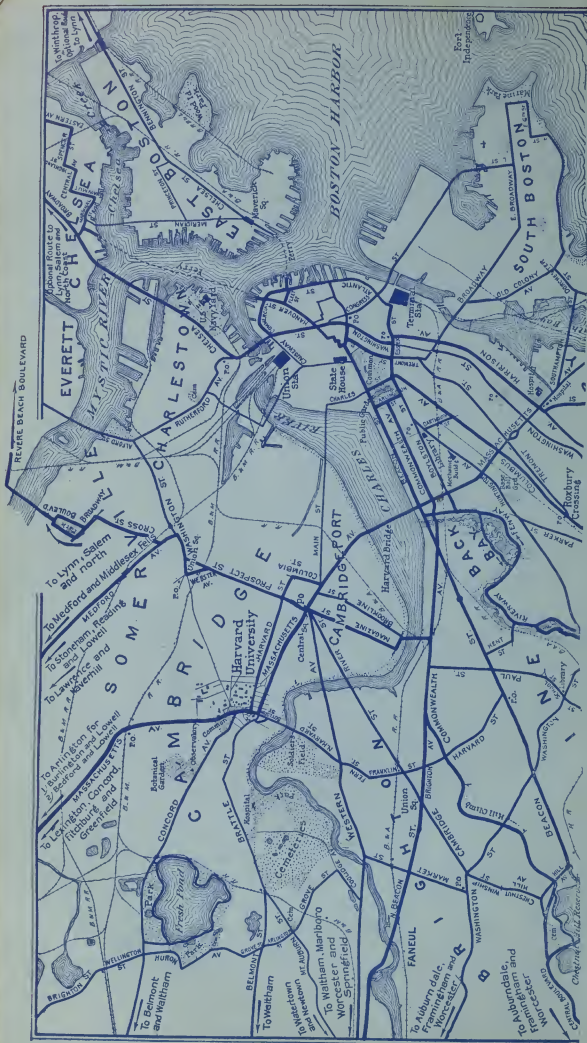
BOSTON GARAGES—Motor Mart Garage, Park Sq.; Park Square Auto Station, 43 Columbus Ave.; Dodge Motor Vehicle Co. Garage, 25 Irvington St.

BROOKLINE—Hotel Beaconsfield, Beacon Boulevard, near Chestnut Hill Reservoir.

ROUTES COVERED IN THIS SECTION

- No. 1. Boston to Dedham, Norwood, Wrentham and North Attleboro, Mass. and Providence, R. I.; connecting at Providence for the Shore Line to Westerly, New London, New Haven, Bridgeport, Stamford and New York, also for R. I. coast resorts.
- No. 2. " " Stoughton and Taunton, Mass., and Providence, R. I., alternate to No. 1—about equally good but 8 1-2 miles longer.
- No. 3. " " Worcester, Mass., via Auburndale, Weston, Wayland, South Sudbury, Marlboro, Northboro and Shrewsbury.
- No. 4. " " Worcester, Mass., via Newton Center, Wellesley, South Framingham, Westboro and North Grafton.
- No. 5. " " Worcester, Mass., via Newton Center, Wellesley, Framingham Center, Southboro, Northboro and Shrewsbury.
- No. 6. " " Concord, Ayer, Fitchburg, Gardner and Greenfield, Mass.
- No. 7. " " Lynn, Swampscott, Salem, Ipswich and Newburyport, Mass.
- No. 8. " " Manchester-by-the-Sea and Gloucester, Mass., with extension route, Gloucester to Ipswich and Newburyport, Mass., making an alternate line to Route No. 7, following the coast practically all the way (about 15 miles farther).
- No. 8A. Gloucester and Manchester-by-the-Sea to Beverly, Salem, Lynn and Boston, Mass.: reverse of No. 8. (Boston-Gloucester.)
- No. 9. Boston to Cambridge, Arlington, Burlington, Billerica and Lowell, Mass.
- No. 10. " " Medford, Stoneham, Reading, Wilmington and Lowell, Mass.
- No. 11. " " Arlington, Lexington, Bedford, Billerica and Lowell, Mass.
- No. 12. " " Medford, Reading, Andover, Lawrence and Haverhill, Mass.
- No. 13. " " Fall River, Mass., and Newport, R. I. (Direct through route via Mattapan, Stoughton and Taunton.)
- No. 14. Boston to Taunton and New Bedford, Mass. (leaving No. 13 at Taunton).
- No. 15. " " Randolph, Brockton, Bridgewater and Middleboro, Mass. Extended to Wareham, Mass., for all points on Cape Cod.
- No. 16. " " Plymouth, Mass., and return—two round trips, reaching en route all coast resorts. With extension route, Plymouth connections to Cape Cod (at Sagamore or Bourne).
- No. 17. " " Franklin, Mass., Woonsocket, R. I., and New London, Conn.
- No. 18. " " Keene, N. H., and return (Outlines).

COMPILER'S SPECIAL NOTE: To secure uniformity and at the same time to serve the convenience of the "greatest number," the intersection of Boylston and Tremont streets has been taken as the point of start and finish to all routes in this section. For the large number of optional entrances and exits through the extensive and intricate highway system of Boston and its environs, the user is referred to the comprehensive diagram of the most-used city and suburban connections, on the two following pages.



HOTEL VENDOME

Commonwealth Avenue

BOSTON, MASS.

THE VENDOME, with unexcelled appointments and *Clientele*, is one of the largest and most beautifully situated Hotels in Boston

FACING ON COMMONWEALTH AVENUE

in the Center of the Residence district, it is most desirable for Automobile Parties, Transient and Permanent Guests

C. H. GREENLEAF & CO.

E. W. KNIGHT, Manager

LARGEST

SAFEST

BEST



MOTOR MART GARAGE

Park Square, BOSTON

Absolutely Fire-proof

Capacity, 300 cars

Central Location



Expert Mechanics

Elevated Tables for

Examination of Cars

AUSTIN AGENCY, Inc.

Eastern Agents Austin Automobiles

BOSTON TO PROVIDENCE, R. I.—45.5 MILES

Short line via the Park System, Dedham, Norwood, Walpole, Wrentham and North Attleboro, Mass., and Pawtucket, R. I., entering Providence by the Blackstone Boulevard. Route No. 2 is a full alternate via Stoughton and Taunton, but $8\frac{1}{2}$ miles longer.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305

MILEAGES
Total Intermediate

(Good roads and nearly level throughout.)

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead across Massachusetts Ave. (1.2 M) to O'Reilly Memorial stone at Boylston St. entrance to Park System (1.3 M).

Bear left into the "Fenway," keeping right at next fork (1.5 M) over stone bridge (1.7 M), southward into the Audubon Road (signs). At next fork (2 M), again bear left and immediately right (2.1 M) into the "Riverway," following main thorofare across Brookline Ave. (trolleys—2.3 M), Longwood Ave. (2.7 M), Brookline Ave. again (trolleys—3 M) to fork at

3-4 3-4 HUNTINGTON AVE. & "RIVERWAY."

Keep right (leaving route to Forest Hills and points S. E. to left), straight ahead across Huntington Ave. trolleys into Pond Ave. (later Perkins St.), main thorofare to west (right) side of Jamaica Pond. At fork (4.5 M) bear left from Perkins St. through the "Francis Parkman Road" to end of same (4.9 M). Here keep right, running out of the Park System by right curve (5.2 M) into Centre St. (5.3 M).

At fork (5.5 M), bear left downgrade with Centre St., passing Arboretum entrance (on left—5.8 M) direct to next fork (6.2 M). Keep right and left 4-10 mile beyond (6.6 M); picking up trolley (from left—7.5 M), follow same past church and Parker monument (on right—7.8 M).

Cross over RR. bridge (8.1 M), straight ahead through West Roxbury to fork of trolleys (8.4 M); bear right from Centre St. into Spring St., running under RR. (8.6 M). Continue direct with trolleys across Vine Rock Bridge (over Charles River—9.3 M); at fork immediately beyond, keep straight ahead on Bridge St.—leaving car-tracks to right. Intersecting Ames St. at 4-corners (10.2 M), turn 90° left on Ames St., direct to center of

10.9 7-5 DEDHAM, Court House on left at principal 4-corners.

Straight ahead across trolleys through Court St. to end of same (where car-tracks come in from left—

11.6 M); thence with trolleys on Washington St. Turn left under RR. arch (13.4 M) and bear right under RR. arch again (14.1 M), keeping to right of iron watering trough entering Norwood (14.9 M).

Where trolleys fork in front of church just beyond (15.1 M), bear right past Memorial Library (on right—15.2 M), following car-tracks all way to Walpole (19.2 M). At fork by watering trough (19.3 M) keep left with trolleys; but when car-tracks turn left just beyond (19.4 M), continue straight ahead, sign "Main St."



HOTEL BRUNSWICK

BOYLSTON ST., cor. Copley Sq.

BOSTON, MASS.

European and American Plans

HERBERT H. BARNES, Prop.



PUBLIC GARAGE

Transients a specialty—Facilities for charging electric carriages and storage batteries.

Within five minutes walk of Copley Square Hotel, Nottingham, Lenox, Westminster, Victoria, Vendome, etc.

Full line of accessories and tires.

OPEN DAY AND NIGHT

Distributors of POPE Cars

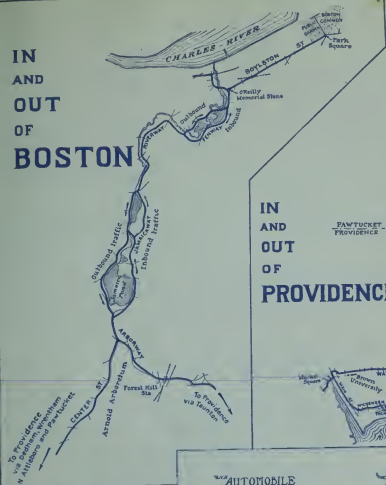
Pope Toledo, Type XVII	\$4,500
" Hartford Model M	2,750
" " R	2,500
" Tribune, Type X	1,250
" Waverly Electrics	\$1,250 to \$2,200

Dodge Motor Vehicle Co.

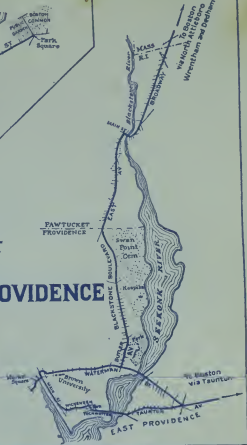
25 Irvington St. (off Huntington Ave.) BOSTON, MASS.

(Phone Connections, Back Bay 4170)

IN AND OUT OF BOSTON



IN AND OUT OF PROVIDENCE



THROUGH TAUNTON



AUTOMOBILE



Avoiding left fork (19.9 M—to Foxboro, etc.), bear right over RR. bridge (20 M)—fine macadam and straight road over RR. bridge again (25.7 M). Picking up trolley (26 M), follow same direct ahead through Wrentham (26.1 M) to 4-corners where car-tracks turn left (27.5 M).

Turn 90° left with trolleys on winding but direct road through Plainville (30.9 M) to 4-corners (31.7 M). Here turn 90° right with car-tracks, following same direct into center of

32.4 21.5 NORTH ATTLEBORO, MASS., J. P. Ballou, Garage.

Direct on main street under RR. (32.8 M); leaving trolleys to left (33.7 M), run straight ahead on fine State macadam through numerous cross-roads, but look out for car-tracks coming in from left and crossing the road (37 M). Continue over RR. bridge (38.8 M) and RR. (grade—39 M), keeping on Broadway with trolleys over Blackstone River bridge to central 4-corners,

40.4 8 PAWTUCKET, R. I. (*For additional detail between Pawtucket and Providence, see full page map, "Providence and Environs," page 264.*)

Turn 90° left on East Ave. with trolleys, but leave tracks to left just beyond (40.5 M), running straight ahead uphill. Picking up trolleys again (from left—40.8 M), follow same 1.1 M farther on East Ave. to beginning of Blackstone Boulevard (41.9 M).

Bear diagonally left on Boulevard and continue to end of same (43.5 M), keeping right with trolleys into Butler Ave. Leaving tracks just beyond (43.7 M), continue straight ahead to intersection of Waterman St. (43.9 M—short distance only from Seekonk River). Turn 90° right with trolley, bearing left with same (44.1 M), past Brown University (on left—44.9 M), where car-tracks leave to left.

Run nearly straight ahead downhill—caution for sharp right and immediately sharp left; thence diagonally across Benefit St., carefully descending "Meeting House Hill" to end of Waterman St. (45.1 M). Turn 90° left on North Main St. and next right across bridge and through Market Sq. (45.3 M) to fork of Westminster and Weybosset Sts. immediately beyond. Bear left into Weybosset St., past P. O. (on left—45.4 M) to the central point for routes into, through and out of

45.5 5.1 PROVIDENCE, Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263 and 264.

Richardson's

388 Washington St.

Boston, Massachusetts

A MODERN MEN'S OUTFITTING SHOP.

KNOX



HATS

And

CAPS



KNOX



HATS

And

CAPS

Motor Togs For Gentlemen

Headquarters for Burberry's English Motor Coats,
Linen and Mohair Dusters, Caps, Gloves,
Goggles, Leggings, Robes, Storm
Garments.

CHAUFFEUR'S OUTFITS A SPECIALTY

Made to our order by Alfred Benjamin & Co., New York.

BOSTON TO PROVIDENCE, R. I.—54 MILES

Alternate route via the Park System, Mattapan, Stoughton, Taunton and Rehoboth, Mass., and East Providence, R. I. $8\frac{1}{2}$ miles longer than No. 1, but roads equally good.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305

MILEAGES
Total Intermediate (Good roads and nearly level throughout.)

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead across Massachusetts Ave. (1.2 M) to O'Reilly Memorial stone at Boylston St. entrance to Park System (1.3 M).

Bear left into the "Fenway," keeping right at next fork (1.5 M) over stone bridge (1.7 M), southward into the Audubon Road (signs). At next fork (2 M), again bear left and immediately right (2.1 M) into the "Riverway," following main thorofare across Brookline Ave (trolleys—2.3 M), Longwood Ave. (2.7 M), Brookline Ave. again (trolleys—3 M) to fork at

3.4 3.4 HUNTINGTON AVE. & "RIVERWAY."

Bear diagonally left (leaving route to Dedham, etc., to right), across Huntington Ave. trolleys, following main thorofare (signs, "Jamaicaway") through 4-corners at Perkins St. (4.2 M). At 3-corners (5.2 M), keep left on the "Arborway," bearing again left (5.9 M) under RR. and across trolleys at Forest Hills station (on right—6 M).

Straight ahead on parkway to fork of 5-roads (6.3 M); here (autos not allowed on park roads beyond), bear right and wind immediately sharp left (caution) into Morton St. (6.4 M). Continue on Morton St. past Forest Hills Cemetery (on right—6.5 M), running diagonally right across Canterbury St. (7.2 M) and straight ahead across Harvard St. (7.6 M).

Curve left short distance beyond (7.8 M); intersecting Blue Hill Ave. (7.9 M), turn right with trolleys up long gradual grade. Continue on Blue Hill Ave. under RR. (8.6 M), crossing iron bridge over the Neponset River at village of

9 5.6 MATTAPAN.

Take the right one of the nearly parallel roads to fork 2-10 from bridge (9.2 M); then keep left—straight ahead with trolley. Continue through diagonal cross-roads (12.4 M), passing Blue Hill trolley station (on left—12.6 M) into Ponkapoag (14.5 M).

Here, where trolley leaves to right (14.6 M—for Canton, etc.), run straight ahead—sign, "Turnpike

St." Direct through cross-roads (15.3 M—left to Randolph; right to Canton); picking up trolleys (from left—19.2 M), run with same along right side of park,

19.3 10.3 STOUGHTON. (*To reach Brockton from this route take left fork with trolleys at 19.4 M.*)

At fork lower side of park (19.4 M), bear right into Washington St., leaving trolleys and Brockton route to left. Straight ahead over RR. bridge (21.1 M) across trolleys (23.4 M); picking up car-tracks (from left—24.6 M), follow them through South Easton (24.8 M).

Where trolleys turn left (25.2 M), run straight ahead over RR. at South Easton station (on left—25.4 M). Continue straight ahead (trolleys re-enter from left—26.7 M) over RR. at Raynham station (on right—32 M). Caution for car-tracks crossing the road (33.5 M); then straight ahead with trolleys on Broadway to Square, center of

35.4 16.1 TAUNTON, Broadway and Winthrop St.

Continuing the trip to Providence, turn right at lower side of square, running along same to fork of streets and car-tracks immediately beyond (35.5 M). Bear left with trolleys on Winthrop St., bearing right (35.7 M) over RR. (35.8 M) onto fine macadam, crossing iron bridge at hamlet of Westville (38 M).

Distance from Westville (38 M) to fork at white church (43.8 M), estimated while road was closed for macadamizing—fall 1907.

Direct to fork at white church (43.8 M); here keep left with trolleys, but run straight ahead when trolleys turn right (44.5 M). At 3-corners (44.6 M) swing right, making sharp left curve (45 M—where car-tracks return from right), through

45.1 9.7 REHOBOTH. (*A very small hamlet about midway between Taunton and Providence.*)

At white church in fork leave trolleys to left, running straight ahead on macadam—caution for sharp curves (45.4 M). When trolleys return (from left—46.4 M), follow them on fine macadam—Taunton Ave.—all way to fork of several roads at center of East Providence (51.4 M).

Bear diagonally right with trolleys into Waterman St., which keep across bridge over Seekonk River (52.2 M) into Waterman St., Providence. Continue direct with trolley, bearing left with same (52.6 M), past Brown University (on left—53.4 M), where car-tracks leave to left.

Run nearly straight ahead downhill—caution for sharp right and immediately sharp left; thence diag-

onally across Benefit St., carefully descending "Meeting House Hill" to end of Waterman St. (53.6 M). Turn 90° left on North Main St. and next right across bridge and through Market Sq. (53.8 M) to fork of Westminster and Weybosset Sts. immediately beyond. Bear left into Weybosset St., past P. O. (on left—53.9 M) to the central point for routes into, through and out of

54 8.9 PROVIDENCE, Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263 and 264.

BOSTON TO WORCESTER, MASS.—44.1 MILES

Through route via Beacon Boulevard, Chestnut Hill Reservoir, Commonwealth Ave. Extension, Auburndale, Weston, Wayland, South Sudbury, Marlboro, Northboro, Shrewsbury and Lake Quinsigamond. Boulevard and State Macadam throughout—usually considered the best way.

Good roads throughout the territory between Boston and Worcester provide several routes between the two cities, which can be varied or continued almost indefinitely. This and the two following schedules are arranged primarily for through travel, invariably using the Parkway System in preference to other equally available exits and entrances through adjoining towns.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305.

(Alternate, Boston and Weston via Watertown and Waltham, given in separate paragraphs under Weston.)

MILEAGES
Total Intermediate

0 0

BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5.10 M) and Mass. Auto Club (on right—9.10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right to Commonwealth Ave. (1st wide cross thorofare—1.4 M).

Turn 90° left on Commonwealth Ave. to fork (1.8 M—intersection of Beacon St.); bear left over B. & A. RR. bridge (2 M), straight ahead on Beacon St. Boulevard. Pass Hotel Beaconsfield (on left—4.1 M); at junction of several streets in front of Reservoir grounds (4.7 M), take right into Chestnut Hill Ave., bearing left just beyond into Commonwealth Ave. Extension (4.9 M).

Continue on fine wide macadam—various grades and numerous curves but direct and unmistakable—over RR. bridge (10.1 M). Pass Norumbega Park (on right—10.9 M), crossing stone bridge over Charles River (11.2 M); at fork (11.4 M—right leads to Norumbega Tower and Waltham), keep left on South Ave. to next fork (11.8 M).

Bear right into Newton St. (signs), winding macadam; at end of Newton St. (13.7 M), turn right to next fork

(13.8 M). Here take left—School St.—direct to flagpole and stone church at

14.3 14.3 WESTON. (*Road from Watertown and Waltham comes in from the East.*)

ALTERNATE, BOSTON TO WESTON VIA WATERTOWN-WALTHAM: From Tremont St. run west on Boylston St. to Mass. Ave. (1.2 M), where turn 90° right to Commonwealth Ave. (1st wide cross thoroughfare—1.4 M). Turn left, straight ahead without turn to fork (3.2 M); here (Commonwealth Ave. Extension forks left), run straight ahead into Brighton Ave. Continue direct through Oak Sq. (3.8 M), under RR. (4.9 M) and over bridge (5.2 M), passing U. S. Arsenal (on right—5.3 M).

At fork 3-10 mile beyond (5.6 M), bear left into the River Road—slightly longer but better way; picking up trolleys again (from right, 6.6 M), follow same into Main St., Watertown (6.7 M). Pass park (on right) bearing left (7.1 M) over RR. in tunnel (7.2 M); thence straight ahead over RR. tracks at Beaver Brook station (on left—8.9 M), following car-tracks to center of Waltham (9.6 M).

Direct through on Main St. past park (on left) to stone watering trough in fork leaving town (10.2 M); here take left on Weston St. (signs). Continue with trolley to fork (10.9 M), where take left (cars run straight ahead); cross RR. tracks at Stony Brook station (on left—11.5 M), following main road to flagpole and stone church at Weston (12.9 M).

Turn left on fine wide macadam—Central Ave.; at fork (16.2 M), keep right, running nearly straight ahead through 4-corners, Wayland (17.7 M). Cross RR tracks (grade—18.3 M) and small bridge over Sudbury River, grade crossings approaching (20.8 M) and leaving (21.1 M) South Sudbury village; thence direct past Wayside Inn (on right—23.5 M).

THE WAYSIDE INN



The Oldest and Most Historic Tavern
in the United States

South Sudbury Mass.

*Immortalized by Longfellow
in his*

Tales of The Wayside Inn

A good stopping place for Auto-
mobile Tourists

Nice Run from Boston
on the Famous Boston-
Worcester State Road
Half Way to Worcester

E. R. LEMON,
Landlord



The Old "Bar Room"

At fork (25.4 M), keep straight ahead on main road, meeting trolleys at 4-corners with stone watering trough (27.7 M); turn 90° left with car-tracks to end of road at East Main St. (27.9 M). Here (where left leads to Wheeler's Garage) turn 90° right with trolleys on East Main St., passing City Hall (on left—28.2 M) and Windsor Hotel (on left—28.4 M) to Monument in fork, center of

- 28.5 14.2 **MARLBORO.** (*Right fork from Monument—Mechanic St.—leads to Hudson—4 miles—and Clinton—10 miles.*)

Pass monument on right, direct out W. Main St. with trolleys, keeping left at fork (29 M) past small pond (on left—29.3 M). Where car-tracks cross road and leave to right (30.3 M), run straight ahead; picking up trolleys again (from right—30.8 M).

Follow car-tracks, turning 90° left with same (at 33 M), leaving road to Woodside Mills straight ahead. Pass branch road (on left—33.5 M)—connection into this route from Framingham and Southboro—direct across RR. tracks (34 M) to stone watering trough and prominent fork,

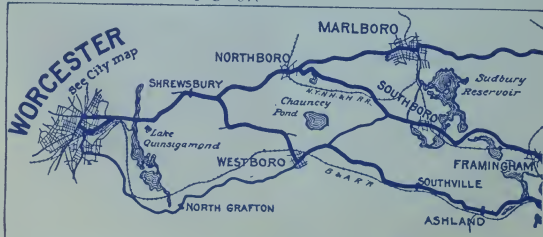
- 34.1 5.6 **NORTHBORO.** (*Right fork at this point leads to Boylston Center and Wachusett Reservoir.*)

Keep to left at fork, with trolleys, past road on left (35.8 M—connection into this route from Westboro), direct through Shrewsbury (two small settlements—38 and 38.6 M). At fork with sign (38.7 M), bear left with car-tracks on Maple Ave. down long easy grade—all fine macadam, Lake Quinsigamond in view ahead.

Follow trolleys across Causeway over Lake Quinsigamond (41.5 M) upgrade on Belmont St., Worcester; at fork (42.2 M) keep left into Shrewsbury St. Direct on macadam with car-tracks across RR. (grade—43.7 M) at Union station on left into Front St., running under RR. (43.8 M) and along City Hall Common to Main St., center of

- 44.1 10 **WORCESTER.** City Hall on left-hand corner.

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.



BOSTON TO WORCESTER, MASS.—44.5 MILES

Alternate route via Beacon Boulevard, Chestnut Hill Reservoir, the Newton Boulevard, Newton Lower Falls, Wellesley, Natick, South Framingham, Westboro and North Grafton. With note of connection from Westboro to Shrewsbury, entering Worcester by Lake Quinsigamond (same as No. 3).

Somewhat less used for through travel than route No. 3, this line reaches several important intermediate points, and is covered—in whole or in part—by very many "circuit trips" in the Boston district. Roads mostly good macadam to Westboro, then fair dirt, which may be avoided as given in the note in this type under "Westboro."

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305.

MILEAGES
Total Intermediate

0

0

BOSTON. Tremont & Boylston Sts.

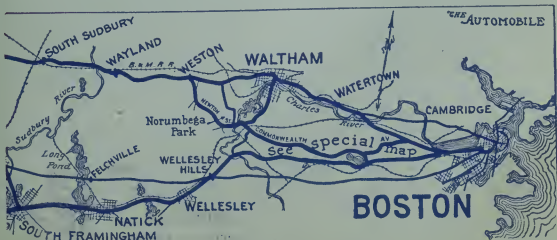
Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right to Commonwealth Ave. (1st wide cross thorofare—1.4 M).

Turn 90° left on Commonwealth Ave. to fork (1.8 M—intersection of Beacon St.); bear left over B. & A. RR. bridge (2 M), straight ahead on Beacon St. Boulevard. Pass **Hotel Beaconsfield** (on left—4.1 M) to junction of several streets in front of Chestnut Hill Reservoir (4.7 M).

Curve left across Chestnut Hill Ave. into Reservoir grounds, keeping left also at fork immediately beyond (4.8 M), straight ahead past pumping station (on left—5.1 M). Where road comes in from left just beyond (5.2 M), curve right along reservoir; at fork (5.6 M) keep left on Beacon St., direct through all cross-roads to

7.2 7.2 NEWTON CENTER. Newton Center Garage.

Straight ahead across trolleys, over car-tracks again (Walnut St.—7.8 M), through cross-roads (Chestnut



Nos. 3, 4 and 5 of this section.

St.—8.8 M), bearing gradually left over RR. bridge (9.1 M). Curve right (with Beacon St.) immediately beyond, past Waban School on right, direct to intersection of Washington St. (10.1 M); here turn left with trolleys into

10.7 3.5 **NEWTON LOWER FALLS.**

Direct through, keeping left with trolleys (10.9 M) on Washington St. to fork of streets and car-tracks at

11.8 1.1 **WELLESLEY HILLS.** (*Boston-Framingham Center-Southboro-Northboro-Worcester route turns diagonally right.*)

Continue nearly straight ahead—still Washington St.—into Wellesley (13.4 M); here bear slightly right, crossing branch RR. (14.6 M). Follow car-tracks through Natick (park on left—16.4 M), direct on fine macadam across branch RR. (19.9 M), running alongside RR. depot (on right) center of

20.1 8.3 **SOUTH FRAMINGHAM.** (*State Camp, Mass. National Guard, short distance north.*)

Direct through across branch RR. (20.3 M), keeping right with main-line RR. tracks where trolleys turn left (20.5 M), crossing RR. bridge (20.6 M). At fork by large concrete factory (20.7 M), bear left through 4-corners (21.2 M), crossing bridge over reservoir (21.6 M).

Continue through cross-roads (22.6 M) into Front St. (Fountain St. on some maps), turning right at forks by P. O., Ashland (23.3 M—just before RR.). At fork beyond (23.4 M), keep left to end of road (24.1 M); here turn right, bearing left on main road (24.4 M).

Avoiding left fork (25.1 M), run straight ahead through cross-roads (26.6 M), past Southville Station (on right—27.3 M); caution for sharp right turn (28 M). Thence direct on main road becoming Flanders St. to intersection of E. Main St. (31.1 M—just outside of Westboro); turn left into E. Main St., running under RR. (32 M) into center of

32.2 12.1 **WESTBORO,** Main and Milk Sts.

Roads from Westboro to Worcester via North Grafton are mostly dirt, which—though not bad—may be avoided by turning 90° right on Milk St. about 1 1-2 miles; then left on Belmont St. about 2 1-2 miles. By turning right from Belmont St. about 1 1-4 miles the Marlboro-Northboro-Worcester route is met just before Shrewsbury, running into Worcester by the last 8.3 miles of route No. 3; map page 316.

Straight through on W. Main St., keeping right with trolleys at fork (33.5 M); at next fork (37.6 M) keep



Let us prove to you the good reasons why our guarantee of

THE WARNER AUTO-METER

is more liberal than any other manufacturer of speed and distance indicators dares to make.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



left, diagonally across RR. (38.2 M) into village of North Grafton (38.4 M). Immediately cross small bridge bearing right; avoiding right fork (39.2 M), run straight ahead over RR. tracks (39.9 M—Millbury branch B. & A.).

Thence with trolleys on main road becoming Grafton St., Worcester; at Rice Sq. (43 M) bear slightly right and slightly left at Grafton Sq. (43.4 M). Follow trolleys on Grafton St. across RR. (44.1 M—many tracks at grade); in front of old Union Depot just beyond turn left on Front St. under RR. bridge (44.2 M), straight ahead along City Hall Common to Main St., center of

44.5 12.3 WORCESTER, City Hall on left-hand corner.

For hotels, garages, city map and various diverging routes, see title page Worcester section, page 375.

Boston Section, Route N . 5

BOSTON TO WORCESTER, MASS.—42.4 MILES

Alternate route via Beacon Boulevard, Chestnut Hill Reservoir, the Newton Boulevard, Newton Lower Falls, Wellesley Hills, Framingham Center, Southboro, Northboro, Shrewsbury and Lake Quinsigamond. An excellent run, using the first part of No. 4 and the last part of No. 3, connected via Framingham Center and Southboro.

This is one of the most popular variations from the two routes between these cities already given, and is the shortest of the three, running a considerable distance with the Boston-Worcester air-line trolleys. The 20.6 miles between Wellesley Hills and Northboro figure in this route alone, the first 11.8 miles to Wellesley Hills and the last 10 miles (Northboro to Worcester) being identical with the corresponding parts of routes 4 and 3. To save references, however, these parts are repeated here, with corrected mileages throughout.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305.

MILEAGES
Total Intermediate

(Good roads throughout—various easy grades.)

0

0

BOSTON. Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right to Commonwealth Ave. (1st wide cross thoroughfare—1.4 M).

Turn 90° left on Commonwealth Ave. to fork (1.8 M—intersection of Beacon St.); bear left over B. & A. RR. bridge (2 M), straight ahead on Beacon St., Boulevard. Pass Hotel Beaconsfield (on left—4.1 M) to junction of several streets in front of Chestnut Hill Reservoir (4.7 M).

Curve left across Chestnut Hill Ave. into Reservoir grounds, keeping left also at fork immediately beyond

(4.8 M), straight ahead past pumping station (on left—5.1 M). Where road comes in from left just beyond (5.2 M), curve right along reservoir; at fork (5.6 M) keep left on Beacon St., direct through all cross-roads to

7.2 7.2 **NEWTON CENTER.** Newton Center Garage.

Straight ahead across trolleys, over car-tracks again (Walnut St.—7.8 M), through cross-roads (Chestnut St.—8.8 M), bearing gradually left over RR. bridge (9.1 M). Curve right (with Beacon St.) immediately beyond, past Waban School on right, direct to intersection of Washington St. (10.1 M); here turn left with trolleys into

10.7 3.5 **NEWTON LOWER FALLS.**

Direct through, keeping left with trolleys (10.9 M) on Washington St. to fork of streets and car-tracks at

11.8 1.1 **WELLESLEY HILLS.** (*Boston-South Framingham-Westboro-Worcester route continues nearly straight ahead.*)

Turn diagonally right with Worcester air-line trolleys under RR. bridge (11.9 M) direct and unmistakable under RR. bridge again (16.7 M). Pass Framingham Jct. station (on left—18.8 M), keeping right fork with trolleys (19.6 M) to watering trough, village of

20.2 8.4 **FRAMINGHAM CENTER.** (*State Camp, Mass. National Guard, short distance south.*)

Where trolleys turn left (20.3 M), run straight ahead over RR. (20.9 M), bearing left downgrade; at fork (23.8 M) keep right on macadam. Straight ahead over causeway between reservoirs (24.7 M); meeting trolleys (from left—24.9 M), follow them to 4-corners (25.4 M). Here turn left, immediately across RR. direct along small park on right,

25.9 5.7 **SOUTHBORO.**

Straight through, avoiding left forks (26.3 M and 26.9 M) to "T" in road near RR. bridge (27.7 M); turn 90° right over RR. bridge and next left (27.8 M) direct to 4-corners by pond (30.9 M). Here turn left, straight ahead to intersection of trolleys (31.8 M); turn left with trolleys across RR. tracks (32.3 M) to stone watering trough and prominent fork,

32.4 6.5 **NORTHBORO.** (*Right fork at this point leads to Boylston Center and Wachusett Reservoir.*)

Keep to left at fork, with trolleys, past road on left (34.1 M—connection into this route from Westboro), direct through Shrewsbury (two small settlements—36.3 and 36.9 M). At fork with sign (37 M), bear left with car-tracks on Maple Ave. down long easy grade—all fine macadam, Lake Quinsigamond in view ahead to right.

Follow trolleys across causeway over Lake Quinsigamond (39.8 M) up grade on Belmont St., Worcester; at fork (40.5 M) keep left into Shrewsbury St. Direct on macadam with car-tracks across RR. (grade—42 M) at Union station on left into Front St., running under RR. (42.1 M) and along City Hall Common to Main St., center of

42.4 10 WORCESTER, City Hall on left-hand corner.

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.

Boston Section, Route No. 6

BOSTON TO GREENFIELD, MASS.—100.2 MILES

Through route via Cambridge, Arlington, Lexington, Concord, Harvard, Ayer, Fitchburg, Gardner, Athol, Orange and Miller's Falls. With notes of alternate route Concord to Fitchburg via Maynard, Stow, Bolton and Leominster.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305.

(Good roads greater part of way; a few unimproved

MILEAGES
Total Intermediate

stretches on the 2nd half.)

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Continue direct with trolleys—fair macadam; at iron watering trough in fork (3.3 M), keep right running along south side College grounds (3.5 M) to

3.7 3.7 HARVARD SQ., CAMBRIDGE.

Turn 90° right along west side College grounds; at flag-pole in fork just beyond (3.8 M), bear left—then straight ahead with Mass. Ave. trolleys, keeping to right of Common (3.9 M). Cross RR. bridge (4.8 M), bearing left through Porter Sq. immediately beyond; straight ahead over RR. tracks at North Cambridge Jct. (on left—5.6 M), passing Soldiers' Monument on right (7.2 M) to RR. crossing at

7.3 3.6 ARLINGTON. *(The Boston-Arlington-Burlington-Lowell route turns right on Mystic St. immediately before RR.)*

HARRIS
(REGISTERED)
OILS

Used for three months in the Oldsmobile "Mudlark," covering nearly 10,000 miles; car developed more speed and power than when I started my tour.

CLARENCE P. HULST,
With Oldsmobile Works.

Continue on Mass. Ave. through Arlington Heights—macadam, with trolleys, avoiding right fork (8.8 M—sign "Bedford"). Pass Middle St. *(prominent branch—road on left—11 M), direct to Statue of "Minute Man" in fork at corner of Common,

12.3 5. LEXINGTON. (*The Boston-Lexington-Bedford-Lowell route bears right at this fork.*)

*This route is run through Lexington for those desirous of visiting that place. On quick through trips, a little time and a short distance may be saved by turning left into Middle St. at East Lexington (11 M), following State Macadam to forks of 5-roads (13.7 M). See map page 323; using this short-cut below Lexington, run straight ahead at forks of 5-roads (13.7 M) instead of curving right at this point as given via Lexington.

Keep left—straight ahead along south side of Common to fork (12.6 M—sign "Both roads to Concord"); bear left direct to forks of 5-roads (13.7 M). Here curve right into fine State Macadam direct (with right bend in road—18.8 M) to flagpole at head of small park (Monument Sq.).

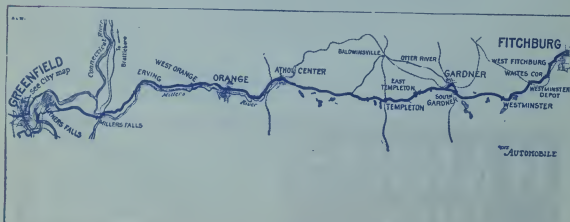
19.1 1.8 CONCORD. Colonial Inn, at foot of Square.

Turn left at flagpole into Main St.; at fork (19.3 M—left goes to depot), keep right on State Macadam to stone post in next fork (19.8 M). Here (where left is for Fitchburg* via Maynard, Stow, Bolton and Leominster), bear right, crossing RR. tracks at Reform School (on left—21.5 M),

*A good alternate route; see map page 323. Outline directions: bear left at fork (19.8 M), crossing RR. just below Concord Jct.; thence through Westvale, Maynard (crossing of Assabet River), Stow, Bolton, North Lancaster village and Leominster, entering Fitchburg by Water and Main Sts.

At fork of 3 roads immediately beyond, take the middle one (practically straight ahead—leaving wider and better fork to right). Thence direct across RR. (22.1 M) through 4-corners (22.4 M, 23.1 M, 23.8 M & 24.5 M), crossing RR. tracks again at West Acton station (25.5 M).

Continue through cross-roads (27.7 M & 28.8 M), keeping left at forks (29.9 M—right leads to Littleton); at "T" in road (30.4 M—sign "Both roads to Harvard"), turn left on macadam. At next fork (31.4 M) also keep left, coming to end of road just beyond (31.6 M—route from Wor-





The Colonial Inn

Concord,
Mass.

One of the Original Colonial
Buildings of Revolutionary
Times

First Class
Entertainment for
Automobile Tourists

Telephone 8165

MR. AND MRS. W. ABRAMS ROLLINS, Proprietors

Official Automobile Blue Book Station
Official Station American Motor League

Telephones } Station 37-4
Residence 34-4

E. O. PROCTOR

AUTOMOBILE STATION AND MACHINE WORKS

West Main Street,

AYER, MASS.

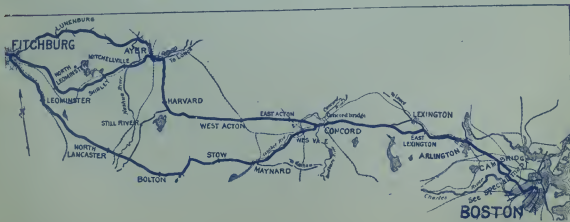
TIRES VULCANIZED AND RECOVERED, GEAR CUTTING, CAST IRON
BRAZING, BATTERIES CHARGED.

cester and Clinton comes in from the left); here turn right
direct to 4-corners and Monument,

32. 12.9 **HARVARD.** (*Route to Littleton, Chelmsford and Lowell
branches to right.*)

Straight ahead past road on left (32.4 M) leading to Har-
vard depot, caution for sharp right turn at end of road
(34.1 M), with left curve just beyond (34.2 M—sign "Ayer").
At next fork (35.7 M), again curve left past street on right
(36.1 M—leading to Ayer Auto station) to fork (36.5 M);
here keep right across RR. tracks entering

- 36.7 4.7 **AYER.** (*This route now turns north, then west, entering
Fitchburg over fine macadam via Lunenburg; see map for
outline of route via Shirley and N. Leominster.*)



Athol-Orange-Greenfield route, with principal options.

Cross RR. tracks again leaving town (36.8 M); immediately beyond turn right (leaving route via Shirley and Proctor's Garage straight ahead). At fork (37.5 M), bear left, crossing RR. (38 M) and wood bridge over Nashua River (38.6 M) to next fork (39.4 M).

Keep right with telegraph poles and again right (39.6 M) to next fork (40.4 M); here, sign "Lunenburg" again take right, keeping slightly left (41.1 M). At fork (41.7 M) keep right and again bear right (43.6 M) to fork (44.7 M)—sign on left, "Fitchburg 5 miles."

Bear left (leaving Northfield road to right), crossing trolleys at 4-corners, village of Lunenburg (45.3 M). Run diagonally through onto fine State macadam, mostly winding downgrade—fine views—into Lunenburg St., Fitchburg. At end of Lunenburg St. (49.1 M), bear right into Main St., to center of

49.5 12.8 **FITCHBURG.** Johnsonia Hotel, Main St.; E. A. Stevens Co., Garage, Main St., rear Fitchburg Hotel.

WORCESTER COUNTY AGENTS FOR
THE GLIDE AUTOMOBILES

TELEPHONE CONNECTION

E. A. STEVENS COMPANY

Open Day
and
Night.

GARAGE

E. C. FORD, Manager

Storing,
Vulcanizing,
Repairing

REAR FITCHBURG HOTEL,
MAIN ST.,

FITCHBURG, MASS.

Direct through, keeping left with trolleys at small square (49.9 M) and again left with car-tracks at next fork (50.1 M) into River St. Continue under RR. (50.7 M), shortly crossing under RR. again (51.2 M); at iron watering trough (51.7 M) again keep left into Westminster St.—fine macadam.

At fork (52.8 M), take right upgrade, running under RR. (54.3 M), past pond (on left—55.6 M) direct to end of road (56.8 M). Here (where trolley comes in from left) turn right through Westminster (56.9 M), curving left with trolleys at fork (57.2 M).

Caution for sharp right and left curves (58.7 M), then direct on State Macadam to fork (60.6 M); here keep right over RR. (60.9 M). At 4-corners just beyond (61 M) turn right over RR. again (61.1 M), keeping left at fork (61.3 M) immediately beyond.

61.4 11.9 **GARDNER STATION;** Windsor House, Gardner Center.

To reach Gardner Center run straight ahead 7-10 mile from the station; the through road turns 1st left beyond station.

Windsor House, Gardner, Mass.

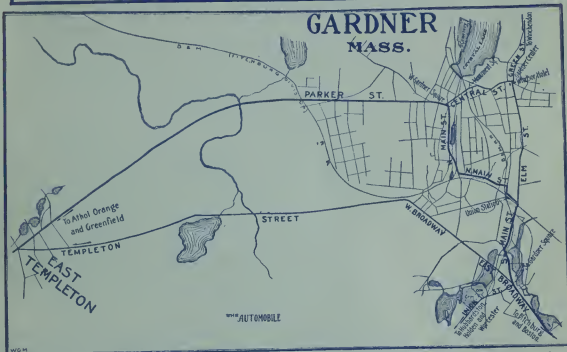


Modern Brick Building
Delightfully Located

ROOMS WITH BATH,
ELECTRIC LIGHTS, ETC.

Garage Connected with
Hotel

A. J. SMITH, Manager



Outline map of principal routes into, through and out of Gardner, Mass. The heavier line (E. Broadway, Main, N. Main and Parker Sts.) shows the most-used East-and-West route (described in the accompanying text).

Take 1st left beyond RR. station (N. Main St.), running immediately over RR.; cross branch RR. (61.9 M), bearing right just beyond, then straight ahead into West Gardner (62.4 M). Here turn left with trolleys, avoiding right fork (62.6 M), direct through East Templeton (64.9 M); pass ponds (on right and left—65.2 M), with trolleys to 66.6 5.2 TEMPLETON. Templeton Inn.

TEMPLETON INN

FACING ON THE BEAUTIFUL COMMON
TEMPLETON, MASS.

On the Main Route be-
tween Boston & Greenfield

A most tempting place for
Automobilists to stop



P. BLODGET
Manager

Bear right at the Inn into the Athol Road (poor for next 4.4 miles—fall 1907), following trolleys through small park. Cross RR. (67.4 M); at fork (68 M), bear right, direct on main highway, meeting good road again (71 M).

Pass lake or reservoir (on right—73 M), curving right (74.5 M) and again right at fire station (75.2 M) into Athol Center (75.4 M). Continue downgrade with trolleys; at fork (75.7 M), bear left, still downgrade under RR. (76.2 M) into Main St., center of

76.4 9.8 **ATHOL.**

Direct through across iron bridge (76.8 M); at fork immediately beyond keep left, again bearing left with trolleys at fork (78 M). Cross RR. bridge (78.2 M) and RR. bridge again (79.3 M), running through E. Main St. to center of Orange (81.1 M).

Straight ahead through cross-roads (83.9 M) past Erving station on left (86.2 M)—bad road along river and RR. for next 5.4 miles (fall 1907). At fork just beyond station (86.3 M), bear right, upgrade; at next fork (86.5 M) keep left, direct on main highway, meeting State Macadam again (91.6 M).

Pass branch road (on right—92 M—for Northfield and Brattleboro), turning sharp right (92.2 M) to end of road (92.3 M). Here turn 90° left across iron bridge (92.5 M) to 4-corners at iron watering trough, center of

92.7 16.3 **MILLER'S FALLS.**

Turn 90° right, bearing right uphill (92.9 M); at fork (95.3 M), keep right through highway cut—caution for sharp left and right curves (96.8 M). Direct into 3rd St., Turner's Falls (97.2 M); at end of street (97.3 M) turn 90° left and next right (97.4 M) immediately across RR. and canal.

Cross suspension bridge (Connecticut River—97.5 M—), bearing immediately left up long steep grade, with sharp left at top of same (98.2 M). Thence direct, keeping to left of iron watering trough (98.6 M) into High St., Greenfield; at end of street (100 M), turn right into Main St. to Federal St., center of

100.2 7.5 **GREENFIELD.**

For hotels, garages, city map and various diverging routes, see title page Greenfield section, page 461.

ACCURATE
RELIABLE
DURABLE

See pages
20, 761

The Warner
Auto-Meter

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

BOSTON TO NEWBURYPORT, MASS.—49.2 MILES

Principal through route via Cambridge, Somerville, the Revere Beach Parkway, Lynn, Swampscott, Salem, Beverly and Ipswich, connecting at Newburyport for Portsmouth, N. H., and points beyond (especially the White Mountains and the Maine Coast).

This important trunk line is made up of the best roads throughout and, while somewhat longer between Boston-Lynn and Lynn-Salem than the connections shown on old maps, it will be found the quickest, safest and most pleasant route to Beverly and beyond. The completion of the Revere Beach Parkway within the past year—practically free from car-tracks and ordinary traffic barred—provides an exit for northbound routes beyond comparison with any heretofore available.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305

(City streets to Broadway, Somerville and through Lynn

MILEAGES
Total Intermediate

and Salem; elsewhere parkway or good macadam throughout.)

0

0

BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Turn 90° right into Prospect St. (brick, trolleys); where car-tracks turn (3.6 M), run straight ahead, diagonally across Webster Ave. (3.7 M), up short grade over RR. bridge to end of street (4 M).

Turn right on Washington St. (Somerville) to 4-corners short distance beyond (4.2 M—double car-tracks spread 4 ways); turn 90° left up Medford Ave., bearing diagonally right (4.3 M) into Cross St. (signs). Straight ahead over RR. bridge (4.5 M) to Broadway (5 M—Fire Dept. station on corner); here turn 90° left with trolleys, running along south side to farther corner of

5.2 5.2 **BROADWAY PARK, SOMERVILLE.**

Here turn 90° right into park system, direct over Mystic River bridge (6 M) to "T" in road short distance beyond (6.3 M). Here turn 90° right over RR. bridge (6.6 M), canal bridge (6.8 M) and RR. bridge again (7.3 M), crossing trolleys (7.4 M & 7.5 M).

Follow main parkway diagonally through 4-corners (7.8 M) and across trolleys (8.5 M & 8.8 M); at 4-corners (9.1 M), bear slightly left across trolleys again (9.9 M), over RR. bridge at Revere station, B. & M. (10.6 M). Bear diagonally left across trolleys (11 M) over RR. bridge at Revere Beach station (11.4 M); at end of road just beyond turn left into the

11.6 6.4 **REVERE BEACH PARKWAY.** *(Low speed limits, especially Sundays.)*

NEW OCEAN HOUSE

Swampscott, Mass.

THE most magnificent modern summer hotel on the North Shore. The NEW OCEAN HOUSE is but thirty minutes from Boston by rail. Has accommodations for four hundred. Its situation is delightful. Among other attractions it has to offer are safe surf-bathing, sailing, fishing, and the finest roads for driving, riding and automobiling in America. Boarding stable and garage on premises. Concerts by a superb orchestra every afternoon and evening during the season. Facilities for all out-of-door sports. Select patronage.



Write for booklet and other information.

**AINSLIE &
GRABOW**
Proprietors

Address until June 1st
673 Boylston St., Boston,
Mass. After that date, New
Ocean House, Swampscott, Mass.



Fern-Croft Cabin
FORT SEWALL
MARBLEHEAD, MASS.

The most unique dining place in all New England famous for its interesting caravansaries, is the FERN-CROFT CABIN, situated on the rocky shore of old Marblehead, the most interesting of the old towns of Massachusetts.

Easily reached from Boston by auto, over the finest shore boulevard in the country. Electric cars from Boston stop

at the door every thirty minutes. The reputation of the Cabin has been built up on the excellence of its cookery, which has the home flavor, and its chicken and fish dinners are known to be the best that can be had along the shore of Massachusetts Bay. Chickens are specially raised for the Cabin and are milk-fed, so that when cooked they are tender and delicious. The fish is brought in fresh every day by the hardy fishermen of Marblehead, the specialty being Broiled Live Lobsters. Fish of every kind is served in every style.

A Garage is maintained for the care of Automobiles.

Patrons should order their dinner by telephone as the Cabin is a busy place on Sundays and Holidays.

An extended bill of fare is furnished a la carte, including the best the market affords.

The whole region about the Cabin is rife with places of historic interest, and there is no more charming scenery to be had than the views of Old Ocean as seen from the piazzas of this famous resort.

E. M. BEVINS, Proprietor and Manager.

Straight ahead along amusement resorts on fine wide surface past Point of Pines (14.5 M), crossing long bridge over Saugus River (14.9 M) to present upper end of parkway (15.9 M). Turn 90° left over 2 RRs. (16 M) into Commercial St., Lynn; where trolleys turn left (16.2 M), run straight ahead to end of street at Lynn Common (16.4 M). Turn right along "South Common," bearing diagonally left in front of City Hall,

17 5.4 **LYNN. Derbab's Garage, 212 Broad St.**

At fork immediately beyond City Hall bear right into Central St., direct through Central Sq. (17.4 M), crossing many tracks B. & M. RR. (station on left) onto Exchange St. to end of same at Broad St. (17.5 M). Bear left on Broad St. to Washington Sq. (17.6 M); now (leaving trolleys straight ahead), turn right down Nahant St. to end of road at the "Lynn Shore Reservation" (18 M).

Turn left along ocean-front, keeping right along shore (18.9 M) to iron watering trough in fork (19.5 M); here bear left with trolley on Humphrey St. to fork (20.3 M). Curve left with Humphrey St. (leaving Atlantic Ave.,* for Marblehead, to right), straight ahead across RR. at Phillips Beach station (20.6 M), to fork of 3-roads (21.8 M).

*For Swampscott Beach (NEW OCEAN HOUSE), run straight ahead on Atlantic Ave. $\frac{1}{2}$ mile; for Marblehead (FERN-CROFT CABIN), follow Atlantic Ave. into and through the old town of Marblehead to the oceanfront.

Turn 90° left (but not extreme left); meeting trolleys (from right—22.1 M), follow them along Salem Harbor across RR. at Forest River station (22.6 M). Thence straight ahead past Normal School on left (23.1 M) into and through Lafayette St., passing Goodell's Garage (on left—24.1 M) to end of street at intersection of Essex St., center of

24.3 7.3 **SALEM, Essex House.**

Turn right on Essex St. (narrow and crowded) one block only, taking 1st left (St. Peter St.) one block only, turning right (at stone church on left—24.4 M) into Brown St. Follow Brown St. to its end at Salem Common (24.5 M), bearing left part-way around Common to large boulder (24.6 M).

Turn left (leaving boulder on right), straight ahead on Winter St. to intersection of Bridge St. (24.8 M); here (sign "Beverly, Wenham, Hamilton"), turn right. Meeting car-tracks (from right—24.9 M), follow same across long bridge over Beverly Harbor (25.6 M), bearing right (25.9 M) to fork of streets and trolleys at

26 1.7 **BEVERLY.**

Take left with trolley—Rantoul St.—past RR. station (on left—26.3 M); at end of road (27.1 M), turn left with trolley on Cabot St. Cross RR. tracks (27.7 M) to fire station in fork (28.3 M); bear right with car-tracks, keeping left at fork by N. Beverly station (29.3 M).



DERBAB'S Auto Station

212-218 Broad Street
LYNN, MASS.

Fireproof. Most Convenient and Best
Garage in Essex County.

Automobile Tourists Cordially Invited.

Y. Q. DERBAB, Proprietor.

SALEM AUTOMOBILE DEPOT ZINA GOODELL

Corner Lafayette & Dodge Sts., SALEM, MASS.

LARGEST, OLDEST and BEST EQUIPPED
REPAIR SHOP in this Vicinity

FULL LINE OF AUTO SUPPLIES
EXCELLENT GARAGE ACCOMMODATION

ESSEX HOUSE

ESTABLISHED 1800 REMODELED 1907

176 ESSEX ST., SALEM, MASS.

H. W. FISKE, Proprietor

Tourists will find this house homelike and comfortable, with first-class service and cuisine. Its central location makes it peculiarly desirable to visitors who wish to make a few days' sojourn in historic Essex and the North Shore.

Rates \$2.50 and \$3.00 per day.

Special rates by the week.

Automobile Catechism

For the use of owners and
drivers of cars fitted with In-
ternal Combustion Motors

By FORREST R. JONES, M.E.
President of the Manhattan Automobile School

Price, in genuine Morocco cover, gilt edges, \$2.00, including postage,

Order from the Publishers

THE CLASS JOURNAL COMPANY, Flatiron Bldg., Madison Sq., N. Y. City

The
Incomparable

WHITE

The
Car for Service

White Garage in Lynn, 290 Broad St.

Direct with trolleys (caution for tracks crossing road—29.8 M), past Wenham Lake (on left—30 M), same road becoming Main St. past Hamilton-Wenham station (on right—31.6 M). Leaving trolleys to left, run straight ahead over RR., fine macadam, keeping left on main road at fork (34.2 M), signs "County Road."

Caution for trolleys coming in from right and crossing road (36.7 M), thence straight ahead on right side of park to end of road in front of church (37.2 M). Turn left, bearing immediately right with car-tracks on S. Main St. across stone bridge (37.4 M) to central 4-corners at monument.

37.5 11.5 IPSWICH, center of town.

Route from Gloucester to Newburyport via Essex and Ipswich joins; see map page 331.

Direct through, turning right (37.9 M) and left just beyond (38 M); thence with trolleys over RR. bridge (38.3 M), keeping left on main road. Sharp right curve down-grade (39.5 M); cross trolleys (40.1 M), direct along park on left at Rowley (41.1 M).

Leave trolleys to left (41.2 M), bearing right at fork (41.5 M—sign "Newburyport") to Burke's Corner (42.2 M). Bear slightly left over RR. bridge (43 M), keeping left on main road at fork (43.5 M) with right curve through irregular 4-corners (43.8 M).

Keep to right (44.6 M), bearing left on main road (45 M) across 3 small connecting bridges over Parker River. Picking up trolleys at Newbury Old Town just beyond (45.5 M), follow same through Newbury (48.2 M), bearing left over RR. bridge (48.6 M). At intersection of State St. (49.1 M—one block before park with Monument), turn right down State St. to Washington St., center of

49.2 11.7 NEWBURYPORT.

For hotel, garage, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

The **WHITE** The
Incomparable Car for Service

FASTEST TIME OF 1907 ON THE TRACK

A stripped 30 horse-power White car scored by far the fastest time made by a stock car during the season. At the race meet held July 4th, 1907, at Santa Rosa, Cal., the White won the ten-mile race in 12:54 and the 25-mile race in 29:07, the best mile being negotiated in 1:02.

BOSTON TO GLOUCESTER, MASS.—40.3 MILES

Via Cambridge, Somerville, the Revere Beach Parkway, Lynn, Swampscott, Salem, Beverly, and Manchester-by-the-Sea, connecting above Manchester for Magnolia. With extension route, Gloucester to Ipswich and Newburyport, making a Boston-Newburyport line alternate to No. 7.

(City streets to Broadway, Somerville and through

Lynn and Salem; elsewhere parkway or good macadam.)

MILEAGES
Total Intermediate
0 0

BOSTON, Tremont & Boylston Sts.

Follow route No. 7, which see for full running directions and all mileages, through Central Sq., Cambridge (2.8 M), Somerville (Broadway Park—5.2 M) and over the Revere Beach Parkway. Continue to and through Lynn (17 M) and Salem (24.3 M), crossing bridge over Beverly Harbor to fork of streets and trolleys at

26 26 **BEVERLY**. *(Direct route to Ipswich and Newburyport takes left fork, up Rantoul St.)*

Take right fork—Cabot St., trolleys—turning right on Stone St. (26.2 M) to end of same at Lothrop St. (26.5 M).

The Hesperus ^{and} Cottages MAGNOLIA, MASS.

Personal Management of

J. A. SHERRARD, Proprietor.

Formerly of The Colonial Arms, Eastern Point, Gloucester, Mass.

Apartments Singly or En Suite,

WITH PRIVATE BATHS

METROPOLITAN CUISINE AND SERVICE

GRILL ROOM WITH SERVICE A LA CARTE

Fully Equipped Garage and Charging Station for Electric Cars.

HARRIS
(REGISTERED)
OILS

"During record drive at Brighton Beach, August 9, 1907, I used Harris Medium Oil and covered the mile in fifty-four and three-fifths seconds."—Walter Christie.

Bear left on Lothrop St.; meeting trolleys (27.3 M) turn right with same into Hale St. direct to "T" in road (28.3 M).

Here turn 90° right (car-tracks go straight ahead), over RR. tracks at Pride's Crossing (30 M), keeping right at fork just beyond (30.2 M). At end of road (30.6 M) turn right, crossing RR. tracks at Beverly Farms station (30.7 M) and again (31.3 M).

Direct past stone fountain (on left, just beyond last RR. crossing), keeping left on main road at fork (32.4 M) and right on main road at next fork (33.1 M). Keep right also at fork (33.3 M), passing small "green" with churches on left, center of village,

33 7.4 MANCHESTER-BY-THE-SEA.

Wind left to 3-corners on edge of village (33.5 M); here turn right past Essex County Club (on left—33.9 M), keeping right at fork (34.2 M) under RR. (34.4 M). Avoid right fork (35 M) and left fork (35.5 M) curving right (35.6 M) on oiled macadam to important fork (36.2 M).

For short detour via Magnolia, bear right to watering trough (36.8 M); here (where right turn leads to waterfront), turn left, coming into the straight road again (at 37.2 M via the detour, 36.7 M in the following text). If running down to waterfront, return same way to watering trough; thence as just given back to the straight road.

Straight ahead past reverse fork (36.7 M—where the Magnolia detour comes in from the right), fine State Macadam, with sharp curves. At fork (39.3 M) keep left on main road, passing reverse fork (on left, 39.9 M—where the Ipswich*-W. Gloucester line comes in), crossing bridge over Squam River (40.1 M) to fork of Main and Middle Sts.,

40.3 6.9 GLOUCESTER, Perkins & Corliss, Garage.

*On quick through trips via this line to Ipswich and Newburyport, it is not necessary to enter Gloucester at all; see city map below. A sharp left turn into Essex St. at this point will run into the Gloucester-Ipswich-Newburyport connecting route (at 4-10 M in 1st paragraph under the separate heading, page 335).

THROUGH GLOUCESTER TO EASTERN POINT: Owing to bad pavement on Main St. a roundabout route is usually taken through Gloucester to Eastern Point—shown complete on city map, page 335. Directions: At fork of Main and Middle Sts. (40.3 M), bear left on Middle St., keeping right (straight ahead—40.4 M) to end of street (40.7 M).

Turn left on Pleasant St. to iron watering trough at small square, intersection of Prospect St. (40.9 M)—here turn right, winding to right just beyond to end of street (41.3 M). Turn left on Main St. (stone blocks); at fork (41.6 M) keep right on E. Main St. to car-barns (41.9 M), again turning right, into the inner harbor road.

Where trolleys leave (to right—43 M—for Rocky Neck), run straight ahead, with caution for sharp left turn (43.3 M) to fork (43.9 M). Take right fork to

**BOSTON
BRANCH**
925 BOYLSTON ST.
See pages
20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

PERKINS & CORLISS

AUTOMOBILES MARINE MOTORS MOTORCYCLES

MERCURY ARC RECTIFIER for Charging Storage Batteries.

AUTOMOBILES FOR SALE AND RENT.

SUPPLIES and REPAIRS of All Kinds at LOWEST PRICES

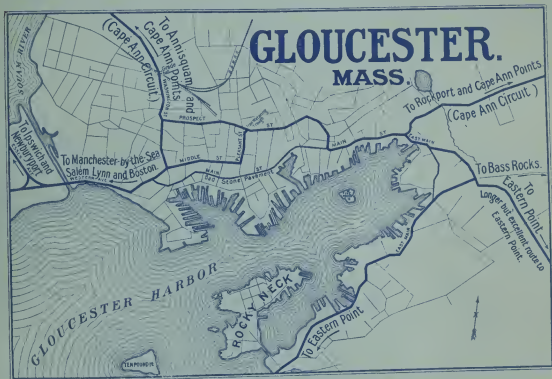
PERKINS & CORLISS

BEACH STREET
MANCHESTER, MASS.

(OPEN
ALL
NIGHT)

1 MIDDLE STREET
GLOUCESTER, MASS.

Colonial Arms, on Gloucester Harbor, returning (usually) the same way—see local map immediately below



EXTENSION ROUTE, GLOUCESTER TO IPSWICH AND NEWBURYPORT MASS.

In connection with the Boston-Gloucester line, just given, this extension route provides an optional Boston-Newburyport run via Manchester-by-the-Sea, Gloucester and Ipswich. This is only 15.2 miles longer than the short line (Boston Section Route No. 7), and is much used, especially in summer.

(See city map (this page) for junction between the Boston-Gloucester and Gloucester-Ipswich routes without running into Gloucester at all on quick through trips.)

MILEAGES
Total Intermediate

0 0

GLOUCESTER, Main & Middle Sts.

Run nearly south across bridge over Squam River (2-10 M) into Western Ave.; at fork (4-10 M) bear right with trolleys into Essex St. (leaving route to Boston straight ahead). Avoid right fork (1 M), following trolleys under R.R. (2.2 M) through West Gloucester (3.1 M); at fork (5.1 M) keep left with trolleys, but leave tracks to left (7 M), entering

7.1 7.1 ESSEX. (*Short route direct from Manchester comes in from the left.*)

Direct through on main (Essex) road past large tower on hill to right (8.3 M), keeping left at fork (8.4 M) and right at fork (8.9 M); meeting trolley (from left—10.3 M), follow tracks $\frac{1}{2}$ mile only. Turn 90° right (10.8 M—trolleys go straight ahead); 9-10 mile beyond (11.7 M) turn left.

Continue into Argilla St., Ipswich; at park (12 M) turn right to end of road in front of church (12.1 M). Turn left, bearing immediately right with car-tracks on S. Main St. across stone bridge (12.3 M) to central 4-corners at Monument, 12.4 5.3

IPSWICH. (*For continuation to Newburyport see page 332.*)

Boston Section, Route No. 8a

RETURN TRIP, GLOUCESTER AND MANCHESTER-BY-THE-SEA TO BOSTON
40.3 MILES

(*For routes through Gloucester see city map, page 334. especially if coming from Eastern Point or Lake Ann.*)

MILEAGES
Total Intermediate

0 0

GLOUCESTER, Main & Middle Sts.

Run nearly south across bridge over Squam River (2-10 M) into Western Ave.; at fork (4-10 M—right is Essex St. for W. Gloucester, Ipswich and Newburyport), continue straight ahead on main highway. At fork just beyond (5-10 M), keep right on fine State Macadam with sharp turns, direct to important fork (3.6 M).

For short detour via Magnolia, bear diagonally left to watering trough (4.2 M); here (where straight ahead continues down to waterfront), turn right, coming into the straight road again by reverse fork (4.8 M via the detour, 4.1 M in the following text). If running down to waterfront return same way to watering trough, as part of Shore Road is closed to autos.

Straight ahead past reverse fork (4.1 M—where the Magnolia detour comes in from left), winding oiled macadam to fork (4.7 M); here keep left, running under RR. (5.9 M). Pass watering trough on right (6.1 M), and Essex Country Club on right (6.4 M); at fork 3-10 M beyond (6.7 M—left leads to depot), keep right, turning left just beyond (6.8 M) through center of village,

6.9 6.9 MANCHESTER-BY-THE-SEA.

Direct through on winding main road past small "green" and churches (on left), bearing left (7.2 M) along Shore to stone fountain in fork (9 M). Here (right is Hale St. to Hamilton-Wenham, etc.), take left—West St.—immediately across RR., running over tracks again at Beverly Farms station (9.6 M).

At end of road just beyond (9.7 M) turn left, crossing RR. tracks again at Pride's Crossing station (10.3 M). Meeting trolleys at right angles (12 M), turn left with same on Hale St. to fork of Hale and Lothrop Sts. at eastern edge of Beverly (13 M).

Turn diagonally on Lothrop St. (leaving car-tracks); at fork (13.8 M—left goes downhill), keep right on Stone St., meeting trolleys again (14.1 M). Turn left with same on Cabot St. short distance to central point for streets and car-tracks (Newburyport-Ipswich route comes in from above),

14.3 7.4 BEVERLY.

Bear right (14.4 M) across bridge over Beverly Harbor (14.7 M) into Bridge St., Salem; where trolleys bear left (15.4 M) run straight ahead 1-10 mile only to Winter St. Turn left on Winter St. to large boulder in fork front of Common (15.7 M); here turn right along Common to fork (15.8 M).

Take right fork—Brown St.—to its end at St. Peter St. (stone church on right—15.9 M), turning 90° left one block on St. Peter St. to Essex St. Turn right on Essex St. (narrow and crowded) to next left—Lafayette St.,

16 1.7 SALEM, Essex House.

The line here given from Salem to Boston is made up of the best roads throughout and, while somewhat longer between Salem-Lynn and Lynn-Boston than the connections shown on old maps, it will be found the quickest, safest and most pleasant route. The completion of the Revere Beach Parkway within the past year—practically free from car-tracks and ordinary traffic barred—provides an entrance into Boston from points north beyond comparison with any heretofore available.

Turn 90° left down Lafayette St., keeping to right of Father Mathew statue in fork (16.1 M); picking up car-tracks (16.2 M—Goodell's Garage on right), follow them to left of Normal School in fork (17.2 M). Continue along Salem Harbor, crossing RR. at Forest River station (17.7 M); at fork (18.2 M), leave trolleys to left, running nearly straight ahead on Maple St. to end of road (18.5 M).

Turn right (but not sharp right) into the Swampscott Road, following trolley across RR. at Phillips Beach station (19.7 M); at fork (20 M) keep right with car-tracks on Humphrey St. direct to monument in fork (21.2 M). Bear left and keep left also at next fork (21.4 M), straight ahead on the "Lynn Shore Reservation" to foot of Nahant St. (22.3 M).

Here (parkway continues straight ahead for Nahant), turn 90° right up Nahant St., meeting trolleys from right at Washington Sq. (22.7 M). Turn left on Broad St., bearing right at fork (22.8 M) through Exchange St., crossing many tracks B. & M. RR. (station on right) to Central Sq. (22.9 M). Continue direct on Central St., bearing diagonally left in front of City Hall,

23.3 7.3 LYNN. Derbab's Garage, 212 Broad St.

At Soldiers' Monument in fork just beyond (23.4 M), bear left into "South Common," straight ahead to last left turn before end of Common; here (23.9 M), turn 90° left on Commercial St. Picking up trolleys (from right—24.1

M), follow them across 2 RRs. (24.3 M), turning 90° right just beyond into the present upper end of

24.4 I.1 REVERE BEACH PARKWAY. (*Low speed limits, especially Sundays.*)

Straight ahead on fine wide surface across long bridge over Saugus River (25.4 M) past Point of Pines (25.8 M) and along amusements resorts to small "Circle" (28.7 M). Turn 90° right over RR. bridge at Revere Beach station (28.9 M), diagonally right across trolleys (29.3 M) and over B. & M. RR. bridge at Revere station (29.7 M).

Bear left on main parkway across trolleys (30.4 M) through 4-corners (31.2 M), across trolleys (31.5 & 31.8 M). Run diagonally through 4-corners (32.5 M), across trolleys (33.8 & 32.9 M), over RR. bridge (33 M), canal bridge (33.5 and RR. bridge again (33.7 M) to end of road (34 M). Turn 90° left over Mystic River bridge (34.3 M), straight ahead to intersection of trolleys at farther side of

35.1 10.7 BROADWAY PARK, SOMERVILLE.


Turn 90° left down Broadway to Cross St. (35.3 M—fire Dept. station on corner); here turn right over RR. bridge (35.8 M) to end of Cross St. (36 M) at Medford Ave. Turn left down Medford Ave. to next 4-corners (36.1 M—car-tracks spread 4-ways), turning 90° right on Washington St. to head of Prospect St. at Fire Dept. station (on left—36.3 M).

Turn 90° left down Prospect St. past Fire House (on right), straight ahead over RR. bridge (36.5 M—caution for trolley crossing at end of short, sharp grade. Straight ahead on Prospect St.; picking up trolleys (36.7 M), follow tracks to 4-corners at Central Sq., Cambridge (37.5 M); here turn 90° left on stone block pavement over RR. tracks (38.1 M) to Harvard Bridge (38.4 M).

Cross Charles River into Massachusetts Ave., Boston (38.8 M), straight ahead across Commonwealth Ave. (38.9 M) to intersection of Boylston St. (39.1 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—39.4 M) and Institute of Technology (on left—39.8 M), running along south side of Public Garden and Common,

40.3 5.2 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

	<p>Was used in Thomas Car winning International Endurance Derby, Brighton Beach, Aug. '07.</p>
---	--

BOSTON TO LOWELL, MASS.—26.5 MILES

Short through route via Harvard Bridge, Cambridge, Arlington, Burlington and Billerica, to which routes No. 10 and 11 are full alternates. Usually considered the quickest and best way.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305

(Fine state macadam practically throughout; a few easy grades.)

MILEAGES
Total Intermediate

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Continue direct with trolleys—fair macadam; at iron watering trough in fork (3.3 M). keep right, running along south side College grounds (3.5 M) to

3.7 3.7 HARVARD Sq., CAMBRIDGE.

Turn 90° right along west side College grounds; at flag-pole in fork just beyond (3.8 M), bear left—then straight ahead with Mass. Ave., trolleys, keeping to right of Common (3.9 M). Cross RR. bridge (4.8 M), bearing left through Porter Sq. immediately beyond; straight ahead over RR. tracks at North Cambridge Jct. (on left—5.6 M), passing Soldiers' Monument on right (7.2 M) to RR. crossing at

7.3 3.6 ARLINGTON. *(The Boston-Arlington-Lexington-Bedford-Lowell route continues straight ahead—see route No. 11.)*

Turn diagonally right on Mystic St. (sign on left, with many names), keeping right with trolley at fork (8.4 M), past Mystic Lakes (over to right). At next fork (8.9 M) curve right with trolley, but when car-tracks turn right (9.7 M—for Winchester), run straight ahead on fine macadam with curves (10.4 M to 11 M).

Continue diagonally across trolleys (11.8 M), curving right with macadam through cross-roads (12.8 M), more curves to hamlet of Burlington (14.6 M); just beyond (14.7 M), bear left, meeting trolley (from right—15.1 M). Follow tracks (which cross road—15.8 M) past Pinehurst Park (on right—17.5 M); avoiding right fork short distance beyond (17.7 M), run direct with trolleys all way into

20.2 12.9 BILLERICA. *(No. 11, the Boston-Lexington-Bedford-Lowell route comes in from the left at this point.)*

Direct through across RR. (20.8 M); at fork (21.1 M), bear left (car-tracks take right) across iron bridge (21.5 M). Immediately beyond turn right through 4-corners

(22.4 M); keep right on main road at fork (22.5 M), picking up trolleys again (from right—22.9 M).

Straight ahead with car-tracks, keeping to right at fork (23.8 M) past Cemetery on left (24.8 M) into Gorham St., Lowell. Cross branch RR. (25.4 M), running under RR. (25.6 M); at Davis Sq. (25.9 M), keep right past Court House (on right—26.2 M) to P. O., center of

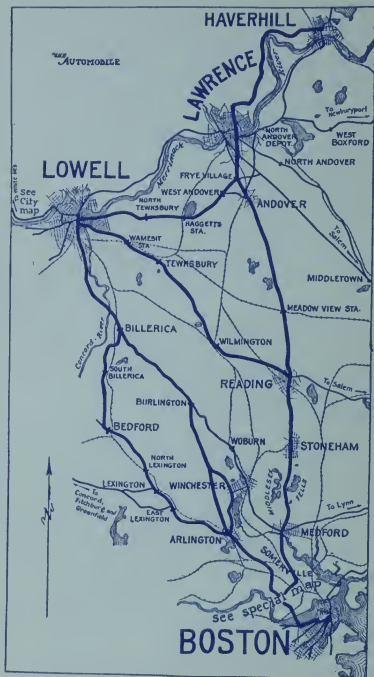
26.5 6.3 LOWELL, Gorham & Appleton Sts.

For hotels, garages, city map and various diverging routes, see title page, Lowell section, page 499.

NOTE ON MAP

This map shows in their proper geographical relation the three most-used routes between Boston and Lowell; also the direct line to and from Lawrence and Haverhill, as well as the best connections between Lowell-Lawrence and Haverhill, following in a general way the course of the Merrimack River. Of the three Boston-Lowell routes (all good), the intermediate one via Arlington, Burlington and Billerica (No. 9), is the shortest; and the best time can usually be made that way.

No. 10—the more easterly route via Medford, Stoneham, Reading, Wilmington station and Tewksbury, and a trifle the longest of the three—uses in part the parkways of Middlesex Fells; and, as far as Reading, coincides with approximately half of the Boston-Lawrence route. The more westerly route via Arlington, Lexington and Bedford is a good alternate to either of the other two, and combines with them in offering the tourist an unusual choice of round trips between Boston and Lowell.



PRESERVING THE MATS

An excellent method of preserving the rubber mats in the floors of cars is to treat them with a coat of lead-colored paint, after which they should be varnished. If the work is properly done, this treatment not only prevents the attacks on the rubber by the oil, but gives an air of neatness to the furnishings.

BOSTON TO LOWELL MASS.—28.9 MILES

Via Harvard Bridge, Cambridge, Somerville, Medford, the Middlesex Fells, Stoneham, Reading, Wilmington Station and Tewksbury, to which Nos. 9 and 11 are full alternates.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGE 304-305

(Fine state macadam practically throughout; a few easy grades.)

MILEAGES
Total Intermediate

0 0 **BOSTON**, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Turn 90° right into Prospect St. (brick, trolleys); where car-tracks turn (3.6 M), run straight ahead, diagonally across Webster Ave. (3.7 M), up short grade over RR. bridge to end of street (4 M).

Turn right on Washington St. (Somerville) to 4-corners short distance beyond (4.2 M—double car-tracks spread 4 ways), turning 90° left up Medford Ave. Where trolleys bear left (Highland Ave.—4.5, M) continue straight ahead, downgrade over RR. bridge at Winter Hill station (on left—4.8 M).

Meeting trolleys (from right—in front of station), follow same to fork of 5 streets at Magoon Sq., Somerville (5.6 M), running nearly straight ahead across Broadway. Continue on Medford Ave.; picking up car-tracks (from right at Tufts Sq.—5.9 M), follow same across bridge over Mystic River (7 M) to fork of streets and trolleys at

7.1 7.1 **MEDFORD**, Main & Forest Sts.

Straight ahead into Forest St., direct road—without car-tracks—into Middlesex Fells Reservation; at fork (8.4 M), keep left on main-traveled road along west side of Spot Pond (9.3 M). At fork short distance above pond (10.5 M) keep left through 4-corners (10.7 M); meeting trolleys (from left—11.2 M), follow same into Main St., to Square,

11.5 4.4 **STONEHAM**. *(Right turn leads to Wakefield; left turn to Woburn.)*

Direct through over RR. tracks at Farm Hill station (12 M), excellent macadam, caution for trolleys crossing road (13.3 M). Leave car-tracks to left (14.2 M), keeping straight ahead across RR. tracks again (14.4 M) to stone fountain at square, where streets and trolleys fork,

14.7 3.2 READING. (*Boston-Medford-Reading-Lawrence route continues straight ahead.*)

Take left fork with car-tracks, but at next fork (15 M) run straight ahead, leaving trolleys to left; when tracks return (15.5 M), follow same across overhead bridge (16.4 M), direct through 4-corners (17.4 M). Pass (do not cross) overhead RR. bridge at Wilmington station (on left—18.8 M); caution for bad grade crossing just beyond (18.9 M).

Continue past 2nd overhead RR. bridge (on left—19.2 M), running on fine macadam with trolleys, along Silver Lake (on left—20.3 M); at fork (23.8 M), bear left to small park, Tewksbury (24.4 M). Here again bear left, taking right fork (25.9 M) across RR. at Wamesit station (26.2 M) to fork (27.9 M).

Bear left on Rogers St. 2-10 mile only to High St. (Moody School on right); turn 90° right (28.1 M) into High St.—trolley—to intersection of Andover St. (28.5 M). Turn 90° left on Andover St. across bridge over Concord River and across RR. (28.6 M), then straight ahead 2 blocks—Church St.—to intersection of Central St. at P. O.

28.9 14.2 LOWELL, Central, Church & Appleton Sts.

For hotels, garages, city map and various diverging routes, see title page, Lowell section, page 499.

Boston Section, Route No. 11

BOSTON TO LOWELL, MASS.—28 MILES

Via Harvard Bridge, Cambridge, Arlington, Lexington, Bedford and Billerica, to which routes No. 9 and 11 are full alternates.

This route—the start and finish of which are identical with No. 9—is for a trifle over half the way a distinct line, making an excellent alternate run between Boston and Lowell via Lexington and Bedford. Somewhat less used for quick through trips than either of the preceding routes, it affords an opportunity to run through historic Lexington without material difference in time or mileage.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGE 304-305

MILEAGES
Total Intermediate

(*Direct route to Bedford Springs and Fawn Lake.*)

0 0 **BOSTON,** Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1.2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Continue direct with trolleys—fair macadam; at iron watering trough in fork (3.3 M), keep right past Harvard Auto Co. garage (on left—3.4 M), running along south side College grounds (3.5 M) to

3.7 3.7 HARVARD Sq., CAMBRIDGE.

Turn 90° right along west side College grounds; at flag-pole in fork just beyond (3.8 M), bear left—then straight ahead with Mass. Ave. trolleys, keeping to right of Common (3.9 M). Cross RR. bridge (4.8 M), bearing left through Porter Sq. immediately beyond; straight ahead over RR. tracks at North Cambridge Jct. (on left—5.6 M), passing Soldiers' Monument on right (7.2 M) to RR. crossing at

- 7.3 3.6 **ARLINGTON.** (*The Boston-Arlington-Burlington-Lowell route turns right on Mystic St. immediately before RR.*)

Continue on Mass. Ave. through Arlington Heights—macadam, with trolleys, avoiding right fork (8.8 M—sign "Bedford"). Pass Middle St. (prominent branch road on left—11 M), direct to statue of "Minute Man" in fork at corner of Common,

- 12.3 5. **LEXINGTON.** (*Route to Concord continues straight ahead along south side of Common.*)

Take right fork—along east side of Common—bearing left at fork, farther end of same (12.4 M); thence direct with trolleys across RR. (13.3 M) and past Lexington Park (on right, 14.8 M). At 3-corners (15.4 M), keep left on main road; where car-tracks turn left (15.9 M), run straight ahead across RR. (16.2 M) into village of

- 16.4 4.1 **BEDFORD,** Hotel Sweetwater (by right fork into woods, immediately beyond RR. crossing, 16.2 M).

[General description and approximate mileage next 5.3 miles to Billerica.] Direct through; at fork upper end of town (16.7 M), keep right, passing a short distance west of Bedford Springs and Fawn Lake. Continue on main road through South Billerica, bearing right across RR. to fork of 5 roads at

- 21.7 5.3 **BILLERICA.** (*The Boston-Arlington-Burlington-Lowell route comes in from the right.*)

Bear left across RR. (22.3 M); at fork (22.6 M), bear left (car-tracks take right) across iron bridge (23 M). Immediately beyond turn right through 4-corners (23.9 M); keep right on main road at fork (24 M), picking up trolleys again (from right—24.4 M).

Straight ahead with car-tracks, keeping to right at fork (25.3 M) and past Cemetery on left (26.3 M), into Gorham St., Lowell. Cross branch RR. (26.9 M), running under RR. (27.1 M); at Davis Sq. (27.4 M), keep right past Court House (on right—27.7 M) to P. O., center of

- 28 6.3 **LOWELL,** Gorham & Appleton Sts.

For hotels, garages, city map and various diverging routes, see title page, Lowell section, page 499.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

BOSTON TO LAWRENCE (27.9 MILES) AND HAVERHILL, MASS. (37.4 MILES).

Via Harvard Bridge, Cambridge, Somerville, Medford, the Middlesex Fells, Stoneham, Reading and Andover to LAWRENCE; thence on the north side of the Merrimack River to HAVERHILL. Connection at Haverhill for Newburyport and Massachusetts-New Hampshire Coast points.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGE 304-305

MILEAGES
Total Intermediate

(*Fine state macadam throughout, except city streets in Cambridge, Somerville, Lawrence and Haverhill.*)

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right 5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead to intersection of Massachusetts Ave. (1-2 M); here turn 90° right across Commonwealth Ave. (1.4 M) to Harvard Bridge (1.5 M).

Cross Charles River into Cambridgeport (1.9 M), straight ahead on Massachusetts Ave. over RR. tracks (2.2 M)—stone block pavement to Central Sq., Cambridge (2.8 M). Turn 90° right into Prospect St. (brick, trolleys); where car-tracks turn (3.6 M), run straight ahead, diagonally across Webster Ave. (3.7 M), up short grade over RR. bridge to end of street (4 M).

Turn right on Washington St. (Somerville) to 4-corners short distance beyond (4.2 M—double car-track spread 4 ways), turning 90° left up Medford Ave. Where trolleys bear left (Highland Ave.—4.5 M) continue straight ahead, downgrade over RR. bridge at Winter Hill station (on left—4.8 M).

Meeting trolleys (from right—in front of station), follow same to fork of 5 streets at Magoon Sq., Somerville (5.6 M), running nearly straight ahead across Broadway. Continue on Medford Ave.; picking up car-tracks (from right at Tufts Sq.—5.9 M), follow same across bridge over Mystic River (7 M) to fork of streets and trolleys at

7.1 7.1 MEDFORD, Main & Forest Sts.

Straight ahead into Forest St., direct road—without car-tracks—into Middlesex Fells Reservation; at fork (8.4 M), keep left on main-traveled road along west side of Spot Pond (9.3 M). At fork short distance above pond (10.5 M) keep left through 4-corners (10.7 M); meeting trolleys (from left—11.2 M), follow same into Main St., to Square,

11.5 4.4 STONEHAM. (*Right turn leads to Wakefield; left turn to Woburn.*)

Direct through over RR. tracks at Farm Hill station (12 M), excellent macadam, caution for trolleys crossing road (13.3 M). Leave car-tracks to left (14.2 M), keeping

- straight ahead across RR. tracks again (14.4 M) to stone fountain at square, where streets and trolleys fork,
- 14.7 3.2 **READING.** (*Route to Wilmington station and Lowell forks left at Square, Reading.*)

Continue nearly straight ahead, keeping left with trolley at fork (15 M), past round tower (over to left—15.3 M); at next fork (16.5 M) again keep left with trolley crossing RR. (18.3 M—Meadow Brook station over to right). Direct on macadam past small lake (on left—20 M), between buildings of Phillips Exeter Academy (23.6 M) to fork of streets and trolleys, center of

- 24.2 9.5 **ANDOVER, Phillips Inn.**

Leaving town, avoid right fork (to North Andover), crossing over RR. bridge (24.6 M), through 4-corners at Frye Village (25.5 M—road from Lowell and W. Andover comes in from the left). At prominent fork (25.7 M) keep left with trolleys to end of macadam (26.1 M) onto poor pavement (Broadway, South Lawrence).

Cross several RR. tracks at S. Lawrence station (27.2 M—dangerous), straight ahead with trolleys across iron bridge (Merrimack River—27.6 M). Immediately cross trolleys and several RR. tracks (27.7 M—very dangerous), running along RR. yards on left, into

- 27.9 3.7 **LAWRENCE, Franklin House.**

Turn 90° right into Essex St. through central business section to intersection of Jackson St. (28.5 M); here turn 90° left up Jackson St. past "Common" on left to Swan



St. (branching right 29.5 M—just 1 mile from the turn from Essex St. into Jackson St.). Turn right; when trolleys come in (from right—29.6 M), follow same—with left curve (30 M)—to 3-corners (30.5 M).

Keep left with car-tracks on fine state macadam (not entirely complete, 1907); at next fork (33.7 M), bear left with trolleys, same thorofare becoming River St., Haverhill. Continue under RR. at station (on left—36.9 M) on Washington St. to Merrimack Sq. (37.1 M). direct through, same thorofare becoming Merrimack St. to intersection of Main St., center of

37.4 9.5 HAVERHILL, Main, Merrimack & Water Sts.

Hill Motor Car Co., 08 Merrimack St.

For extension of this route to Newburyport—making a Boston-Lawrence-Haverhill-Newburyport line, see paragraphs following "Haverhill," in Lowell-Newburyport route, page 512.

GEORGE S. HILL, President.

HERVEY E. GUPTILL, Treasurer.

Hill Motor Car Company

HAVERHILL, MASS.

Manufacturers of

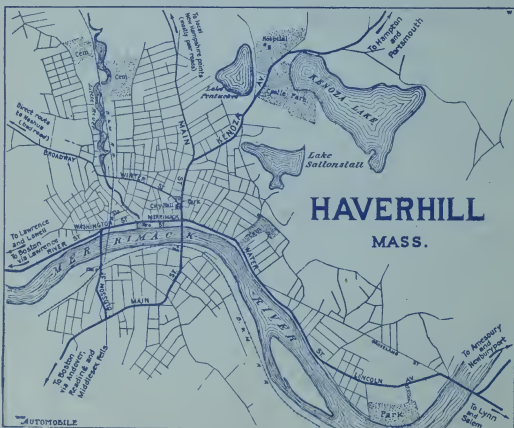
HILL AIR-COOLED MOTOR CARS

When you reach Haverhill call on us.

We are also agents in this section for the MAXWELL and FORD cars, and our line of Supplies and Accessories is complete.

Our Repair and Machine Shop is one of the most completely equipped in the State and our staff of men are experts in their line.

GARAGE REAR OF 108 MERRIMACK ST. 'Phone 2307 Haverhill



Map of automobile routes in, through and out of Haverhill, Mass.; this run (from Boston via Lawrence) enters on the north side of the Merrimack River, via River, Washington and Merrimack Sts. to Main St., at the business center.

BOSTON TO FALL RIVER, MASS. (51 MILES) AND NEWPORT, R. I. (70.5 MILES)

Direct route via the Park System, Stoughton, TAUNTON, Dighton, FALL RIVER, Tiverton and the main road across the island of Rhode Island. Quickest route to the Fall River boat lines for New York.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGE 304-305

MILEAGES
Total Intermediate

(Good roads and nearly level throughout; bad stone pavement through Fall River.)

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead across Massachusetts Ave. (1.2 M) to O'Reilly Memorial stone at Boylston St. entrance to Park System (1.3 M).

Bear left into the "Fenway," keeping right at next fork (1.5 M) over stone bridge (1.7 M), southward into the Audubon Road (signs). At next fork (2 M), again bear left and immediately right (2.1 M) into the "Riverway," following main thorofare across Brookline Ave. (trolleys—2.3 M), Longwood Ave. (2.7 M), Brookline Ave. again (trolleys—3 M) to fork at

3-4 3-4 HUNTINGTON AVE. & "RIVERWAY."

Bear diagonally left (leaving route to Dedham, etc., to right), across Huntington Ave. trolleys, following main thorofare (signs, "Jamaicaway") through 4-corners at Perkins St. (4.2 M). At 3-corners (5.2 M), keep left on the "Arborway," bearing again left (5.9 M) under RR. and across trolleys at Forest Hills station (on right—6 M).

Straight ahead on parkway to fork of 5-roads (6.3 M); here (autos not allowed on park roads beyond), bear right and wind immediately sharp left (caution) into Morton St. (6.4 M). Continue on Morton St. past Forest Hills Cemetery (on right—6.5 M), running diagonally right across Canterbury St. (7.2 M) and straight ahead across Harvard St. (7.6 M).

Curve left short distance beyond (7.8 M); intersecting Blue Hill Ave. (7.9 M), turn right with trolleys up long gradual grade. Continue on Blue Hill Ave. under RR. (8.6 M), crossing iron bridge over the Neponset River at village of

9 5.6 MATTAPAN.

Take the right one of the nearly parallel roads to fork 2-10 from bridge (9.2 M); then keep left—straight ahead with trolley. Continue through diagonal cross-roads (12.4 M), passing Blue Hill trolley station (on left—12.6 M) into Ponkapoag (14.5 M).

Here, where trolley leaves to right (14.6 M—for Canton,

etc.), run straight ahead—sign, "Turnpike St." Direct through cross-roads (15.3 M—left to Randolph; right to Canton); picking up trolleys (from left—19.2 M), run with same along right side of park,

19.3 10.3 STOUGHTON. (*To reach Brockton from this route take left fork with trolleys at 19.4 M.*)

At fork lower side of park (19.4 M), bear right into Washington St., leaving trolleys and Brockton route to left. Straight ahead over RR. bridge (21.1 M) across trolleys (23.4 M); picking up car-tracks (from left—24.6 M), follow them through South Easton (24.8 M).

Where trolleys turn left (25.2 M), run straight ahead over RR. at South Easton station (on left—25.4 M). Continue straight ahead (trolleys re-enter from left—26.7 M) over RR. at Raynham station (on right—32 M). Caution for car-tracks crossing the road (33.5 M); then straight ahead with trolleys on Broadway to Square, center of

35.4 16.1 TAUNTON, Broadway, Main & Weir Sts.



This route enters Taunton by Broadway to the "Common," running nearly direct south on Weir St. to Somerset Ave.



THE WARNER AUTO-METER

It is the choice of the motorist who knows, for endurance runs, hill climbs, speed tests.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Continuing the trip to Fall River and Newport, run nearly straight ahead along east side of "Common" into Weir St.; at brick church in fork (35.8 M), bear right into Somerset Ave. Cross RR. (35.9 M—grade), curving left at fork just beyond; pick up trolleys (from left—36.7 M), keeping left with same at fork (38.5 M).

Where car-tracks leave (to right—38.7 M), run straight ahead over RR. (38.8 M), picking up trolleys again (from right—39.4 M); at next fork (41.1 M—car-tracks bear right on Elm St.), continue straight ahead on Somerset Ave. Cross RR. (dangerous grade) at Dighton station (41.8 M) to end of road short distance beyond; here turn 90° left on Main St.,

42 6.6 DIGHTON (*small village*).

Take first right—Pleasant St.—caution approaching small bridge (42.4 M); here bear left (leaving trolley bridge straight ahead), meeting tracks just beyond. Pass Dighton Park (43.2 M), direct over bridge (43.8 M) and RR. (43.9 M), bearing diagonally right through village of Somerset (44.9 M).

Short distance below (45.5 M), turn right with trolleys on state macadam, curving with same through hamlet of Pottersville (46.9 M)—direct, but caution for sharp right turn (48.2 M—straight ahead runs into Taunton River). Caution also for sharp left (48.4 M), direct* to long iron bridge spanning the Taunton River (49.3 M).*

*Distance from 48.4 M to bridge (49.3 M) estimated while road was closed, fall 1907; if not open turn right (48.4 M), keeping left on macadam to bridge—some-what longer.

Cross bridge, curving sharp right immediately beyond (49.5 M) to end of street (49.7 M), turning left and 1st right (49.8 M) into Davol St. Where trolleys turn left (49.9 M), run straight ahead on Davol St. to large gas-tank (on left—50.1 M)*; here turn 90° left under RR. and immediately right on Durfee St.

* On quick trips to Fall River line docks follow Davol St. to end and turn right over viaduct; this shortens time and distance by cutting out the business center.

Continue up steep grade on Durfee St., passing Wilcox's Central Garage (on right—50.7 M); at Elm St. (Just beyond—Armory on corner) turn 90° left to head of street. (50.8 M). Here turn 90° right into N. Main St. to intersection of Pleasant St., center of

HARRIS
(REGISTERED)
OILS

If not readily obtained write us and we will supply direct. See prices inside cover.



Map of automobile routes into, through and out of Fall River, Mass.

51 9 **FALL RIVER, Main, Pleasant & Central Sts.**

Direct through with trolleys past South Park (on right—52.7 M) to fork short distance beyond (53 M), bearing right, straight ahead through irregular 4-corners (53.3 M), to next fork (54.1 M); here again keep right, leaving car-tracks to left. Picking up trolleys short distance beyond, keep left with tracks at fork (56.1 M) and right with tracks at fork (57.4 M), direct to junction of several roads at

58.2 7.2 **TIVERTON.**

Turn 90° right across new iron bridge (58.3 M—"stone bridge" on old maps) onto the Island of Rhode Island—caution for sharp left turn with trolleys (60 M); thence direct on the "East Road" (curving right at fork—66.9 M) to end of same at irregular 4-corners ("Two-mile Corner"—68.4 M). Turn left, still with car-tracks, same thoroughfare becoming Broadway, which follow past City Hall (on left—70.3 M), bearing right along upper side of small park,

70.5 12.3 **NEWPORT, Broadway, at Washington Sq.,**

New Perry House, Washington Sq. Casino Garage, Casino Terrace; Newport Engineering Works, 359-367 Thames St.

For connections through Newport, including outline of drives along ocean and bay, see special map page 287.

BOSTON TO NEW BEDFORD, MASS.—58 MILES

Direct route via the Park System, Mattapan, Stoughton and Taunton. Connecting at New Bedford for Fall River and Newport, making a Boston-Newport route via Taunton and New Bedford.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGE 304-305.

MILEAGES
Total Intermediate

(Good roads throughout, except one stretch of badly worn macadam below Taunton, 1907.)

0 0 BOSTON, Tremont & Boylston Sts.

Follow route No. 13, which see for full running directions and all mileages, from Boston through the Park System to Mattapan (9 M). Thence on the main-traveled road through Stoughton and South Easton to Square, center of

35.4 35.4 TAUNTON, Broadway, Main & Wear Sts.

Many prefer to make the run from Taunton to New Bedford via Fall River, and, except for the bad pavement in Fall River, the slightly longer distances that way would often be justified to escape the one stretch of badly worn macadam about midway between Taunton and New Bedford. Preferring the longer way, continue on route No. 13 to Fall River (51 miles), connecting there with the Providence-Fall River-New Bedford route (page 289) to New Bedford—distance that way 29.2 miles as compared with 22.6 miles as given in this route.

Continuing the trip to New Bedford (by the short line), turn 90° left on Main St., to fork at Monument (35.6 M); here bear right into Summer St., across RR. bridge (35.9 M). At fork just beyond take left over bridge (Taunton River—36 M), keeping right on main road at fork (36.6 M).

Where trolleys leave (to left—37.3 M), run straight ahead over bad RR. crossings (38.2 M & 41.3 M) through 4-corners (41.6 M, Fall River-Middleboro road). At fork (43.7 M), keep right on main road, and also right on main road at fork (45.5 M), curving left across short stone bridge at hamlet of E. Freetown (47.6 M).

Direct to fork (47.9 M); here keep right on main road, across branch RR. (48.4 M), picking up trolley (from left—49.4 M). Follow tracks (avoiding left forks, 54.3 M & 56.7 M), turning right under RR. (56.8 M) into Weld St., New Bedford.

Do not turn left with trolleys just beyond, but continue on Weld St. to head of Pleasant St. (the next street—56.9 M). Turn 90° left down Pleasant St., running through "Common" (57.2 M) to City Hall,

58. 22.6 NEW BEDFORD (Downtown business center).

For hotel, garage, city map and various diverging routes, see New Bedford-Cape Cod section, pages 517-518.

Oilers of all kinds should invariably be kept in first-class condition. They can be readily flushed and cleansed with kerosene, and if the kerosene flushes the bearings of machine they will also be benefited by the cleansing. Many operators, especially those of limited experience, pay too little attention to seeing that the lubrication of an automobile is properly effected. Conveying the lubricant to the interior bearing surfaces is the thing that counts.

**BOSTON TO BROCKTON (21.1 MILES) AND MIDDLEBORO (36.7 MILES), EXTENDED TO WAREHAM, MASS. (51.7 MILES),
FOR ALL POINTS ON CAPE COD.**

Leaving Boston via Columbus Ave., Seaver St., Blue Hill Ave. and Morton St. to Milton Lower Mills; thence by direct line through Randolph BROCKTON, Bridgewater and MIDDLEBORO to WAREHAM, where connection is made for principal points on Cape Cod.

In view of the principal use of this and the corresponding return trip from Wareham through Middleboro and Brockton as through lines between the Boston district and southeastern Massachusetts—especially the Cape Cod section—the shortest and best roads are used throughout, regardless of the numerous possible options. By this means Boston is only 51.7 miles from Wareham, and one starting from that city in the morning may reasonably plan—with favorable conditions—to reach almost any desired point on the “Cape” by evening of the same day.

For the route beyond Wareham the tourist is put to the slight inconvenience of turning to the New Bedford-Cape Cod section, for the reason that at Wareham the travel from Middleboro, Brockton and north merges with the travel from New Bedford, Providence and west; also with that down from Plymouth. Taken up as a special subject the various routes of the “Cape” are given more fully and clearly—both text and maps—than would be possible by any other plan.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305.

(Roads average good and nearly level throughout, bad

MILEAGES
Total Intermediate

o o

stone pavement through Brockton.)

BOSTON, Tremont & Boylston Sts.

Start west on Boylston St. along south side of Common, turning first diagonal left (1-10 M) into Park Sq.; keep to right of monument immediately ahead, past Motor Mart (on left—2-10 M) into Columbus Ave. Direct out—asphalt, double trolleys—crossing Massachusetts Ave. (1.2 M); thence practically straight ahead through Roxbury Crossing (junction of many car lines—2.2 M), meeting short piece of stone pavement.

At fork of streets and trolleys (2.7 M) take left on macadam—still Columbus Ave., bearing diagonally left under Elevated Railway at Eggleston Sq. (3.3 M). Follow car-tracks, coming along Franklin Park (on right—3.5 M); thence straight ahead—now Seaver St.—to 4-corners at Blue Hill Ave. (farther side of Franklin Park—4.3 M).

Turn 90° right on Blue Hill Ave. direct with double trolley tracks to 4-corners at intersection of Morton St. (5.8 M); here turn 90° left, following Morton St. past large school (on right—6.1 M) and over RR. bridge (6.2 M). Keep diagonally right through 5-corners just beyond (6.4 M), curving right (7 M) to end of road at River St. (7.2 M); turn 90° left with trolley, bearing right at square, Milton Lower Mills (chocolate mills on left—7.4 M).

Descend grade to and across bridge (Neponset River—7.5 M) and immediately upgrade to fork (7.6 M); here keep diagonally right into Randolph Ave., picking up trolleys (from right—9 M). Follow car-tracks on main road, without fork or turn for next 5 miles, running over RR. bridge

W. H. MARBLE AUTO COMPANY

A Complete Line of Leading Tires and Supplies of all kinds. Well equipped machine shop. Competent machinists and repairmen.



Agent for
LOCOMOBILE
WINTON
CADILLAC
COLUMBIA

Largest Garage in this section

69 Main Street, Brockton, Mass.

(Opposite Centre Street) Telephone, 904

(14.9 M), through Randolph (15.3 M) and Avon (17.5 M), same thoroughfare becoming Main St. (considerable stretch of stone block pavement*) to business center,

21.1 21.1 BROCKTON, W. H. Marble, Garage, 69 Main St.

*This stone pavement (over a mile, including stretch above the business center), is on the direct north-and-south run through Brockton; but it may be avoided by the detour plainly shown on city map, page 353. The extra care will usually be more than saved on the tires.

Direct through on Main St.—more bad stone block pavement; where trolleys turn left (23 M), continue straight ahead on macadam, crossing RR. (25.3 M) to fork of several roads at W. Bridgewater (25.7 M). Picking up trolley here, follow same all way to watering trough on Main St. immediately before park and business center,

28.3 7.2 BRIDGEWATER. *(This route turns left 2-10 mile here to connect with new State Road; straight ahead is old route.)*

The new State Highway between Bridgewater and Middleboro was nearing completion fall 1907, and should be used (as per following directions) instead of the old line with trolleys—shown on most maps. No car-tracks on this line except 3-10 mile on Centre St., entering Middleboro.

Turn 90° left at watering trough; 2-10 mile beyond (28.5 M), turn right on Summer St. past State Normal School (on right—28.6 M); at stone watering trough in fork (29.4 M) keep right on main road, over RR. bridge (29.9 M). Continue through diagonal 4-corners (30.2 M), with right and left curves below; thence across small iron bridge (32.1 M)—more winding road to and under RR. bridge (35.4 M).

At fork just beyond (35.6 M) keep left on main road, but at stone watering trough in next fork (35.9 M—North St.), bear right into Oak St., Middleboro. Continue on Oak St. to Center St. (meeting trolley line at right angle—36.4 M); turn 90° left with car-tracks to center of

36.7 8.4 MIDDLEBORO, P. O., Centre & N. Main Sts.

Straight ahead down Wareham St. with trolleys, which follow past all forks for next 3.7 miles; but where tracks take right at prominent fork (40.4 M) run straight ahead.

2-10 mile beyond (40.6 M) turn right (straight ahead leads to local points); picking up trolleys 9-10 mile below (41.5 M) follow them to "T" in road (43.1 M).

Here turn 90° left with trolleys, taking left fork with tracks (43.9 M); when trolleys turn right into fields (45.1 M), run straight ahead, keeping right on main road at fork (46.3 M). Again picking up trolley line (from right—46.9 M) follow them through cross-roads (47.6 M) and over dam to 4-corners at hamlet of Tremont just beyond (48 M).

Turn 90° left with car-tracks and 90° right at cross-roads just beyond (48.1 M—in front of Tremont Cash Store), When trolley leaves (to left—48.4 M) run straight ahead, using care for sharp curve to and over RR. bridge (48.6 M).

At fork 2-10 mile beyond (48.8 M) take left, running through hamlet of S. Wareham (49.5 M) and under RR. (49.6 M), picking up trolley line immediately beyond. Follow car-tracks over RR. bridge (50.7 M), curving right between park and monument (on right) and Town Hall (on left), Wareham Center (51 M), passing road on right (51.4 M—where New Bedford-Marion road joins) to

51.7 15 WAREHAM, center of village.

For map and routes from Wareham to Cape Cod points see New Bedford-Cape Cod section, pages 517-518.

Boston Section, Route No. 16

BOSTON-PLYMOUTH ROUND TRIP—93.3 MILES

Via Milton Lower Mills, Quincy, Hingham, Nantasket, Cohasset, Scituate, Marshfield and Kingston ("Shore Route") returning via Kingston, Hanover, Weymouth, Quincy and Milton Lower Mills ("Inland Route"). Reversed in No. 16A, and supplemented by extension route, Plymouth to the Cape Cod section. Map on page 359.

There are two principal lines of road travel between Boston and Plymouth, Mass., as shown by the map page 359; (1) the Shore Route via Quincy, Hingham, Nantasket, Cohasset, Scituate, Marshfield and Kingston; and (2) the "Inland Route" via Quincy, Weymouth, Hanover and Kingston. Roads average somewhat better throughout on the Shore Route, and most summer travel goes that way; but the few remaining stretches of dirt road on the Inland Route are fair-to-good except in wet weather, and a quicker trip can frequently be made via Hanover.

In view of the large use of these routes in that manner, they have been arranged here in the form of two complete round trips between Boston and Plymouth, enabling the tourist either to follow them as such, or to go or return whichever way preference or convenience may decide. By this plan, also, either is easily picked up and followed toward Boston after running into Plymouth from some other direction. The extension route from Plymouth to the New Bedford-Cape Cod section will be found useful in connecting either of these circuits into an optional Boston-Cape Cod trip via Plymouth.

SPECIAL NOTE: These round trips are so arranged that the Inland Route (the shorter way) leaves and enters Boston by the longer exit through the Park System, while the Shore Route (the longer way) uses the shorter exit via Columbus Ave., Seaver St. and Blue Hill Ave. By this plan the difference in distance between the two routes is lessened and one making either circuit leaves by one good route and returns by the other without the necessity of picking out the options—a somewhat difficult task for a stranger.

FOR THIS AND OPTIONAL EXITS SEE BOSTON CITY MAP, PAGES 304-305.

*(Leaving Boston via Columbus Ave., Seaver St., Blue**Hill Ave., Morton St. and Milton Lower Mills.)*MILEAGES
Total Intermediate

0 0

BOSTON, Tremont & Boylston Sts.

Start west on Boylston St. along south side of Common, turning first diagonal left (1.10 M) into Park Sq.; keep to right of monument immediately ahead, past Motor Mart (on left—2.10 M) into Columbus Ave. Direct out—asphalt, double trolleys—crossing Massachusetts Ave. (1.2 M); thence practically straight ahead through Roxbury Crossing (junction of many car lines—2.2 M), meeting short piece of stone pavement.

At fork of streets and trolleys (2.7 M) take left on macadam—still Columbus Ave., bearing diagonally left under Elevated Railway at Eggleston Sq. (3.3 M). Follow car-tracks, coming along Franklin Park (on right—3.5 M); thence straight ahead—now Seaver St.—to 4-corners at Blue Hill Ave. (farther side of Franklin Park—4.3 M).

Turn 90° right on Blue Hill Ave. direct with double trolley tracks to 4-corners at intersection of Morton St. (5.8 M); here turn 90° left, following Morton St. past large school (on right—6.1 M) and over RR. bridge (6.2 M). Keep diagonally right through 5-corners just beyond (6.4 M), curving right (7 M) to end of road at River St. (7.2 M); turn 90° left with trolley, bearing right at square, Milton Lower Mills (chocolate mills on left—7.4 M).

Descend grade to and across bridge (Neponset River—7.5 M) and immediately upgrade to fork (7.6 M); here take left into Adams St., downgrade, then straight ahead across RR. tracks at E. Milton station (on left—9.3 M). Continue on Adams St. (sharp right curve—10.8 M); picking up single trolleys (from left—11.1 M) and double trolleys (from left—11.3 M), follow tracks to stone watering trough at forks of several roads, central landmark for

11.5 11.5 QUINCY. *(Route to Plymouth via Weymouth and Hanover turns right at this point).*

Keep left on Washington St.—with trolleys, mostly macadam—over iron bridge (Fore River—13.4 M) to fork 1 mile beyond (14.4 M); here again keep left on main road through N. Weymouth, crossing bridge over arm of Hingham Bay (15.4 M). At next fork (15.5 M) still keep left with car-tracks, following Lincoln St. downgrade past small park and depot (on right) to fork of streets and trolleys immediately beyond,

HARRIS
REGISTERED
OILS

Used in the Ford Six, which made world's record July 6, 1907—1,135 miles in 24 hours. This meant perfect lubrication at extreme high speed.

17.7 6.2 **HINGHAM.** (To reach center of town turn right down Main St.)

Continue nearly straight ahead, passing branch road on right (18.7 M—good, short-cut road via Nantasket Jct. to Cohasset; see map page 359), following trolley under RR. (19.3 M). At prominent fork 1.1 mile beyond (20.4 M), on through trips down the coast without stop in this vicinity keep right on fine macadam—the Jerusalem Road (no trolleys).

For the ATLANTIC HOTEL take left with trolleys, bearing right through School St. on Atlantic Ave. about 3-10 mile farther on to the ocean-port. For Nantasket Beach, Surfside, Hull, Allerton and other summer places along the Nantasket peninsula, take left fork with trolleys; thence on the one main road to any of the points named.

Officially Appointed by Automobile Club of America

Hotel Thorndike, Boston

BOYLSTON ST. AND PARK SQ., OPP. PUBLIC GARDEN

Rates, E. P., \$1.50 and up. With Bath, \$2.00 and up

Motor Mart (Park Square) at rear of Hotel. Send for circulars showing route maps

Ye Olde English Dining Room at Hotel Thorndike

is BOSTON'S NEWEST and MOST NOVEL DINING PLACE



Thoroughly high class and of the same standard as New York Restaurants

Entrance from Boylston Street, opposite Public Garden. (Motor Mart in Park Square, directly in rear of hotel.)

G. A. & J. L. DAMON, Props.

The Atlantic House, Nantasket Beach

Under the Same Management. Twenty Miles from Boston over Park Roads

J. LINFIELD DAMON, JR., Manager



Season June 15 to September 15.

Rates, A. P., day, \$4.00; week, \$21 and up.

Officially Appointed by Automobile Club of America

HOTEL PILGRIM

PLYMOUTH, MASS.



A Beautiful Shore Run from Boston

Under new management, situated on the Bluff above Plymouth Bay, and commanding magnificent views of Massachusetts, the Old Colony Shore, Plymouth and the inland country of lakes and forests. :: :: :: :: PHILLIP P. PRETTO, Manager



Samoset House

Plymouth, Mass.

Open all the Year
Centrally Situated
Large Lawns
Pleasant Surroundings

GEORGE E. ROUNDS

No. 1 Blue Book Station

The Best Repair Shop Within 25 Miles of Plymouth, Mass.
When in Want of an Automobile Doctor, Call me up by Telephone.
All inquiries pertaining to routes and points of interest cheerfully answered

**YOU CAN'T MAKE A MISTAKE—THIS IS THE PLACE
THE ONLY GARAGE IN PLYMOUTH, MASS.**

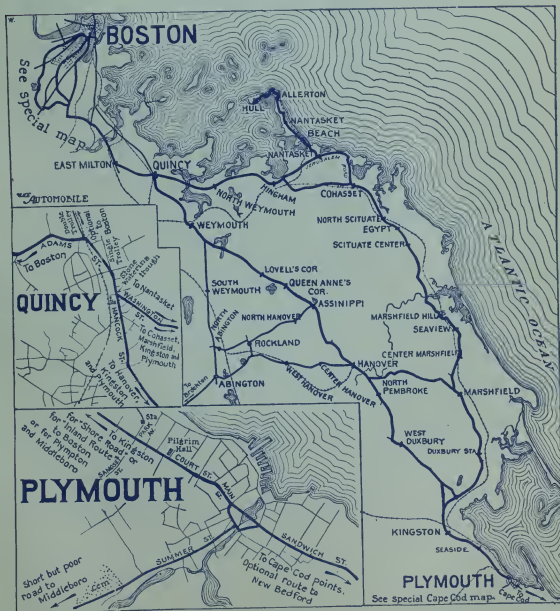
Park Ave, opp. R. R. Station

PLYMOUTH, MASS.

Follow the Jerusalem Road—all macadam, but numerous short curves—direct to 3-corners (22.8 M); here keep left along shore—with very sharp right turn over iron bridge (23.4 M)—to stone watering trough at fork of 3-roads (23.5 M). Take right (left leads to Cohasset Harbor), direct to end of road at east side of park, village of Cohasset (24.1 M); turn left along park, then right at farther side of same, coming to end of road at right angles with Main St.,

24.3 6.6 COHASSET. (Main St., along west side of park, is the lower end of the short-cut road from Hingham via Nantasket Jct.—see map below.)

Turn 90° left, keeping to right of iron watering trough in fork just beyond (24.4 M); thence straight ahead through 4-corners (24.8 M) and over RR. tracks at N. Scituate station (on left—26.3 M). At fork with conspicuous sign (Scituate Center—27.8 M), bear right (left leads to Scituate Harbor), straight ahead through 4-corners (28.2 M—tower over to left).



Map of the two Boston-Plymouth round trips, with local diagrams of Quincy and Plymouth.

Continue on direct road—sharp left and right curves, 29.7 M—to forks with water trough and signposts, hamlet of Greenbush (30 M). Here take left, straight ahead over wood bridge (31.2 M) to irregular 4-corners just beyond (31.5 M); straight ahead at this point (sign, "Duxbury 7 miles") is a short route to points below, but the way given in next paragraph is better.

Turn 90° left—Spring St.—following main road past Marshfield Hills station (on left—32.4 M); 4-10 mile beyond (32.8 M) curve left over RR. bridge and immediately right. Pass fork on right (33.3 M—leading under RR.) and also pass fork on right to Seaview station just beyond (33.5 M).

At irregular corners (34 M) take sharp right direct over RR. tracks near Center Marshfield station (on right—35.3 M); meeting another road (from right—36.4 M), curve left uphill—caution for 90° left turn with State macadam (37.2 M). Thence on good road, keeping right at church in triangle (37.6 M—Marshfield village) to fork short distance beyond (37.9 M).

Here avoid right fork (sign "Plymouth"—a shorter but poorer way), keeping left on State Highway, caution for sharp left curve (39 M—almost 90°) and sharp right (39.2 M). Thence direct past church and cemetery (on right—42.1 M), through cross-roads (42.9 M—Myles Standish monument seen at Duxbury, over to left).

At irregular 4-corners (44.2 M), keep nearly straight ahead (sign, "Kingston") on State macadam through woods (avoiding left fork, sign "Plymouth"). Thence direct and unmistakable to and across RR. tracks at Kingston station (on left—45.7 M) to 3-corners just beyond (45.8 M). Keep left, immediately picking up trolleys, which follow (numerous grades) rest of way in; pass under RR. bridge (49.6 M), running on Court St. into Main St.,

50.4 26.1 PLYMOUTH, center of town.

Hotel Pilgrim, 2.8 miles farther along the Shore; The Samoset, nearly opposite RR. station; Plymouth Auto Station (George E. Rounds), Park Ave. near RR. station.

EXTENSION ROUTES, PLYMOUTH CONNECTIONS TO CAPE COD

S. E. on the main road through Manomet to fork (14.6 miles from Plymouth), where (1) left is taken to Sagamore or (2) right to Bourne, connecting at these points for the main routes of the "Cape."

These short connections are given here SOLELY for the convenience of tourists who may find it convenient to run southeast along the coast from Plymouth, with the intention of picking up the routes of the New Bedford-Cape Cod section at Sagamore (for upper, middle or eastern "Cape" points), or at Bourne (for Falmouth and intermediate points along the Cape's west coast). Considerable time and distance may be saved by this means; but the district passed through is thinly settled, and the roads are principally dirt, with some poor stretches. Turns are few but

forks are numerous, and usually found far away from opportunities for inquiry in case one should run off the road; hence it is inadvisable to make either run after dark.

(The following leads direct to Sagamore; for Bourne see separate note near end of this text.)

MILEAGES
Total Intermediate

o o **PLYMOUTH**, center of town.

Start S. E., nearly straight ahead from foot of Main St. across new bridge (2-10 M—under construction fall 1907) into Sandwich St.; thence with trolleys along bay, passing in front of Hotel Pilgrim (on left—2.8 M). At fork 1-2 mile beyond (3.3 M) take right on winding State macadam (leaving car-tracks to left); picking up trolleys (from left—5.7 M) follow them through hamlet of Manomet (6.1 M).

Direct through (macadam ends—7.2 M, fall 1907) past large pond (on right—7.7 M) to end of trolley; thence on main road—sandy and hard traveling in spots—through woods to small schoolhouse in fork (12.8 M—"Ellisville"). Take right at school, sign "Sandwich, 7 miles," direct 1.8 miles to important fork—"Cedarville" on maps, but no town.

14.6 14.6 **SOLITARY FORK**, with signs.

FOR BOURNE, FOR FALMOUTH AND INTERMEDIATE POINTS ALONG THE WESTERN COAST OF CAPE COD, take right at this fork; at irregular 4-corners 6-10 mile below (15.2 M), keep right, coming along east side of Herring Pond, At end of road (17.7 M) turn left and first right (17.8 M), passing under RR. (18.1 M) to fork (19.2 M); here keep right over RR. tracks (19.3 M). Sharp right and left curves but direct on sandy stretch, soon becoming State macadam, to "T" in road (20.8 M), here (USING CARE NOT TO PASS) turn 90° left to village of Bourne (21.1 miles from Plymouth). Connect here with the routes of the New Bedford-Cape Cod section for Falmouth and intermediate points.

Continuing to Sagamore (for upper, middle and eastern Cape Cod points), keep left at solitary fork (14.6 M) and left also at fork 6-10 mile below (15.2 M); thence on main road to prominent fork or 3-corners (17.6 M). Still keep left, passing road on right, sign "Wareham, 12 Miles," straight ahead over RR. tracks at Sagamore station (on right—18 M) to 3-corners or end of road immediately beyond,

18.1 18.1 **SAGAMORE**. *(Connecting here with the routes of the New Bedford-Cape Cod section for upper, middle and eastern points on Cape Cod.)*

**The Warner
Auto-
Meter**

TELLS SPEED AND DIS-
TANCE WITH UNFAILING
ACCURACY.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



PLYMOUTH TO BOSTON, MASS.—42.9 MILES

Via Kingston, Hanover, Weymouth and Quincy, to which the return portion of Route No. 16A, pages 366-369, is a full alternate via Kingston Marshfield, Scituate, Cohasset, Nantasket, Quincy and Milton Lower Mills. Map of both routes, page 359.

(For road conditions, etc., see introductory paragraphs at the head of the preceding route, page 355.)

MILEAGES
Total Intermediate

o o PLYMOUTH, center of town.

Start (N. W.) out Court St. with trolleys, which follow under RR. bridge (8-10 M) and all way (numerous grades) to fork entering Kingston village (4.6 M); here (car-tracks take left), run straight ahead over RR. tracks at Kingston station (on right—4.7 M). Thence on main road to prominent fork (5.3 M—dividing point for the Shore Route and Inland Route); take left (leaving Marshfield-Scituate-Cohasset-Nantasket-Boston route to right).

Direct ahead through woods (fair dirt surface) to end of road (6.8 M); here turn oblique left, following main highway through irregular corners just beyond (6.9 M). Pass fork on right (7.2 M—connecting across to Marshfield on shore route), running nearly straight ahead (sign, "Boston Road") through 4-corners in woods (9 M).

Continue through hamlet of W. Duxbury (9.8 M); at irregular forks or corners 1-2 mile beyond (10.3 M) take right on Washington St. (sign, "Hanover," "Boston"), running through N. Pembroke (a few houses only—12.5 M). Direct to and through village of Hanover (14.7 M) to 5-corners with flagpole leaving town (14.8 M); bear diagonally right, keeping right also at fork 6-10 mile above (15.4 M).

Pass fork on right (16.3 M—connecting across to Scituate and Cohasset on shore route) to 3-corners just above (16.5 M); here take right—sign, "Washington St."—to signpost on next fork (16.7 M). Bear right (leaving road to Rockland on left), straight ahead—mostly State macadam—to irregular 4-corners,

18.6 18.6 ASSINIPPI. (Country corners but junction of various routes; left for Rockland, Abington & Brockton; right for Norwell and shore points.)

Continue nearly straight ahead on Washington St. (sign "Weymouth & Boston"), passing to right of schoolhouse in fork (20.1 M); picking up trolleys from left short distance beyond (20.5 M), follow them 3-10 mile only to Accord ("Queen Anne's Corner"—20.8 M). Leaving car-tracks to right at this point, keep left on main road, straight ahead through 4-corners (Lovell's Corner—21.7 M).

Direct through small village of Porter (crossing trolley—23.6 M) and over built-up road between ponds (24.1 M); thence through prominent 4-corners (24.5 M), coming into

the Bridgewater-Quincy road at watering trough in fork (25.2 M). Bear right, picking up trolleys from left 1-2 mile beyond (25.7 M); thence through center of Weymouth (26.2 M) to fork of streets and car-tracks leaving town (26.3 M).

Take right into Quincy Ave. (sign), following trolley over RR. tracks (26.4 M) and across small bridge (26.5 M); fine macadam and unmistakable into Quincy. Continue through on Hancock St. (the main street) without fork or turn to stone watering trough at forks of several roads, central landmark (just above business center),

29.3 10.7 **QUINCY.** (*Route from Plymouth via Shore points—Marshfield, Scituate, Nantasket and Hingham—comes in from the right.*)

Run nearly straight ahead on Hancock St. 2-10 mile only to fork (29.5 M); here take left into Adams St. with single trolley (leaving double-track line to right). Cross RR. bridge (29.7 M), bearing at once diagonally left (leaving single trolley to right)—sharp left curve (30 M) to fork (30.6 M).

Take right fork (leaving Furnace Brook parkway to left), straight ahead across RR. tracks at E. Milton station (on right—31.5 M) to fork of Adams & Center Sts. (32.1 M). Bear right upgrade on Adams St. and shortly downgrade (33.2 M) across bridge over Neponset River (33.3 M) to square, Milton Lower Mills (chocolate mills on right—33.4 M).

Turn left on River St. with trolleys which follow past first road on right (Washington St.—33.5 M) to head of Morton St. 1-10 mile beyond (33.6 M—easily passed at speed). Turn 90° right on Morton St. (macadam, no car-tracks), curving left (33.8 M); 6-10 mile beyond (34.4 M) run diagonally left through 5-corners.

Cross RR. bridge (34.6 M), past large school (on left—34.7 M) to 4-corners at Blue Hill Ave. (35 M), keeping nearly straight ahead across double-track trolleys. At fork just beyond (35.1 M—Wellington Hill to left), curve right, straight ahead across Harvard St. (35.3 M) and diagonally left across Canterbury St. (35.7 M).

Past Forest Hills Cemetery (on left—36.4 M); at fork (36.5 M) turn right and bear immediately left (36.6 M—fork of 5-roads) into the Parkway System. Straight ahead across trolleys and under RR. at Forest Hills station (on left—36.9 M), bending right on main parkway just beyond.

HARRIS
(REGISTERED)
OILS

Vaughn in the Stearns easily won the three big events, Brighton Beach Race Track, August 9, 1907. Says Harris Oil is best for the Stearns car.

Direct on the "Arborway", keeping diagonally right at 3-corners (37.7 M) to fork (38 M); here curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Continue this drive (signs, "Jamaicaway") straight ahead across Perkins St. (38.7 M), keeping right at fork (38.9 M), making diagonal left bend across trolleys at
39.5 10.2 HUNTINGTON AVE. & "RIVERWAY."

Follow main thoroughfare across Brookline Ave. (trolleys—39.9 M), Longwood Ave. (40.2 M) and Brookline Ave. again (trolleys—40.6 M). At fork (40.8 M—where left connects into the Audubon Road), continue nearly straight ahead into the "Fenway."

Bear left (41 M) with "Fenway," winding but direct road to Boylston St. exit from Parkway System (O'Reilly Memorial stone on left—41.6 M). Bear right into Boylston St. straight ahead across Massachusetts Ave. (41.7 M), passing Mass. Auto Club (on left—42 M) and Institute of Technology (on left—42.4 M), running along south side of Public Garden and Common.

42.9 3.4 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Cumulative distances: Boston to Plymouth via Quincy, Hingham, Nantasket, Cohasset, Scituate, Marshfield and Kingston, 50.4 miles; Plymouth to Boston via Kingston, Hanover and Quincy, 42.9 miles—round trip of 93.3 miles.

Boston Section, Route No. 16A

BOSTON-PLYMOUTH ROUND TRIP—93.3 MILES.

Via Milton Lower Mills, Quincy, Weymouth, Hanover and Kingston ("Inland Route"); returning via Kingston, Marshfield, Scituate, Cohasset, Nantasket, Hingham, Quincy and Milton Lower Mills. Reversed in No. 16. Map on page 359.

For road conditions, etc., see introductory paragraphs at the head of the preceding circuit, page 355. **SPECIAL NOTE:** These round trips are so arranged that the Inland Route (the shorter way) leaves and enters Boston by the longer exit through the Park System, while the Shore Route (the longer way) uses the shorter exit via Columbus Ave., Seaver St. and Blue Hill Ave. By this plan the difference in distance between the two routes is lessened and one making either circuit leaves by one good route and returns by the other without the necessity of picking out the options—a somewhat difficult task for a stranger.

FOR THIS AND OPTIONAL EXITS SEE BOSTON MAP, PAGES 304-305

MILEAGES (Leaving Boston via the Park System and Forest Hills.)
 Total Intermediate

0 0 BOSTON, Tremont & Boylston Sts.

Run west on Boylston St. along south side of Common and Public Garden, passing Institute of Technology (on right—5-10 M) and Mass. Auto Club (on right—9-10 M). Straight ahead across Massachusetts Ave. (1.2 M) to O'Reilly Memorial stone at Boylston St. entrance to Park System (1.3 M).

Bear left into the "Fenway," keeping right at next fork (1.5 M) over stone bridge (1.7 M), southward into the Audubon Road (signs). At next fork (2 M), again bear left and immediately right (2.1 M) into the "Riverway," following main thorofare across Brookline Ave. (trolleys—2.3 M), Longwood Ave. (2.7 M). Brookline Ave. again (trolleys—3 M) to fork at

3.4 3.4 HUNTINGTON AVE. & "RIVERWAY."

Bear diagonally left (leaving route to Dedham, etc., to right), across Huntington Ave. trolleys, following main thorofare (signs, "Jamaicaway") through 4-corners at Perkins St. (4.2 M). At 3-corners (5.2 M), keep left on the "Arborway," bearing again left (5.9 M) under RR. and across trolleys at Forest Hills station (on right—6 M).

Straight ahead on parkway to fork of 5-roads (6.3 M); here (autos not allowed on park roads beyond), bear right and wind immediately sharp left (caution) into Morton St. (6.4 M). Continue on Morton St. past Forest Hills Cemetery (on right—6.5 M), running diagonally right across Canterbury St. (7.2 M) and straight ahead across Harvard St. (7.6 M).

Curve left short distance beyond (7.8 M), running nearly straight ahead across Blue Hill Ave. (double-track trolleys—7.9 M); pass large school (on right—8.2 M) and cross RR. bridge (8.3 M). Keep diagonally right through 5-corners just beyond (8.5 M), curving right (9.1 M) to end of road at River St. (9.3 M); turn 90° left with trolley, bearing right at square, Milton Lower Mills (chocolate mills on left—9.5 M).

Descend grade to and across bridge (Neponset River—9.6 M) and immediately upgrade to fork (9.7 M); here take left into Adams St., downgrade, then straight ahead across RR. at E. Milton station (on left—11.4 M). Continue on Adams St. (sharp right curve—12.9 M); picking up single trolleys (from left—13.2 M) and double trolleys (from left—13.4 M), follow tracks—now Hancock St.—to stone watering trough at forks of several roads, central landmark for

13.6 10.2 QUINCY. (*Route to Plymouth via Hingham, Nantasket, Cohasset, Scituate and Marshfield continues straight ahead at this point.*)

Turn right with trolleys through business center of Quincy (13.7 M); at fork where car-tracks divide (14 M) keep left (straight ahead) on good macadam—Quincy Ave. Cross small bridge (16.4 M) and RR. tracks (16.5 M), curving left just beyond (16.6 M), through the main street of Weymouth (16.7 M).

Direct with trolleys, but where tracks turn right (17.2 M), run straight ahead on main road 1-2 mile to watering trough in important fork (17.7 M—post with many signs). Take left (leaving Quincy-Bridgewater road to right),

through prominent 4-corners (18.4 M), crossing pond by built-up road (18.8 M). Thence direct across trolleys at small village of Porter (19.3 M) through 4-corners (Lovell's Corner—21.2 M) to Accord ("Queen Anne's Corner"—22.1 M). Picking up trolleys from left at this point, follow them 3-10 mile only to fork (22.4 M); here leave tracks to right, continuing direct on main road (avoiding left fork—24.2 M) to irregular 4-corners,

- 24.3 10.7 **ASSINIPPI.** (*Country corners but junction of various routes; right for Rockland, Abington & Brockton; left for Norwell and shore points.*)

Continue nearly straight ahead, keeping left on main road at fork (25.8 M) and also left on macadam at 3-corners (26.4 M) to fork (26.9 M). Here take right (left leads to Norwell and Coast points), and also take right at fork (28 M); at irregular 5-corners with flagpole just beyond (28.1 M) keep left through village of Hanover (28.2 M).

Avoiding left fork (29.1 M—to Marshfield and coast points), continue on main road (dirt, in fair-to-good condition) through N. Pembroke—a few houses only, keeping left on main road at fork (30.4 M), to end of road (32.6 M). Turn left through hamlet of W. Duxbury (33.1 M) direct through 4-corners in woods (33.9 M); keep left at 3-corners (36 M) to "T" in road 1-10 mile beyond (36.1 M).

Turn right straight ahead on dirt road through woods meeting the Shore Route, which comes in through reverse fork on left (37.6 M); thence direct and unmistakable to and across RR. tracks at Kingston station (on left—38.2 M) to 3-corners just beyond (38.3 M). Keep left, immediately picking up trolleys, which follow (numerous grades) rest of way in; pass under RR. bridge (42.1 M), running on Court St. into Main St.,

- 42.9 18.6 **PLYMOUTH,** center of town.

The Samoset, nearly opposite RR. station; Hotel Pilgrim, 2.8 miles farther along the Shore. Plymouth Auto Station (George E. Rounds), Park Ave. near RR. station.

PLYMOUTH TO BOSTON, MASS.—50.4 MILES.

Via Kingston, Marshfield, Scituate, Cohasset, Nantasket and Quincy, to which the return portion of Route No. 16, pages 362-364, is a full alternate via Kingston, Hanover, Weymouth and Quincy. Map of both routes page 359.

(For road conditions, etc., see introductory paragraphs at the head of the preceding route, page 355.)

MILEAGES
Total Intermediate

- o o **PLYMOUTH,** center of town.

Start (N. W.) out Court St. with trolleys, which follow under RR. bridge (8-10 M) and all way (numerous grades) to fork entering Kingston village (4.6 M); here (car-tracks

take left), run straight ahead over RR. tracks at Kingston station (on right—4.7 M). Thence on main road to prominent fork (5.3 M—dividing point for the Inland Route and Shore Route); take right (leaving Hanover-Weymouth-Quincy-Boston route to left).

Continue on State macadam through woods, nearly straight ahead through 4-corners (6.2 M), past pond (on left—6.7 M); at fork (7.5 M) keep left on main road (Myles Standish monument seen at Duxbury, over to right). Pass white church and cemetery (on left—8.3 M) to fork short distance beyond (8.5 M); here again keep left on main road—sharp left curve (11.2 M) and sharp right (11.4 M—almost 90°).

Thence on State Highway (passing forks on right and left) to prominent fork or 3-corners, entering Marshfield (12.7 M); keep to left **1-2 mile only**, turning 90° right (13.2 M) with macadam. At fork just below (13.3 M) bear right, and again take right at important fork 7-10 mile beyond (14 M—left is a shorter but poorer road).

Continue over RR. tracks at Center Marshfield station (on left—15.1 M), keeping left at fork just beyond (15.3 M) to irregular corners (16.4 M); here take sharp left, passing fork leading to Seaview station (on left—16.7 M). Pass branch road on left leading under RR. (17.1 M); 1-2 mile beyond (17.6 M) turn left over RR. bridge and curve immediately right, following main road to 4-corners (18.9 M)—**take care not to pass through.**

Turn 90° right, straight ahead across wood bridge (19.2 M), passing signpost in triangle on left at hamlet of Greenbush (20.4 M) to fork just below (20.5 M). Here keep left past pond—sharp right and left curves (20.7 M); thence direct through cross-roads (22.2 M—tower over to left).

Pass another signpost in triangle on right at hamlet of Scituate Center (22.6 M) to fork (23.3 M); here take left (right leads to Scituate Beach). Continue over RR. at N. Scituate (station on right—24.1 M); thence through 4-corners (25.6 M) to **first corner of village park,**

26.1 26.1 COHASSET. (*Short road to Quincy via Nantasket Jct. runs straight ahead along west side of park—see map page 359; this route now turns east to the shore.*)

Turn 90° right along lower end of park, then 90° left along east side of same to prominent fork at N. E. corner of park (26.3 M); here turn diagonally right passing stone watering trough in triangle on right (26.9 M). Just beyond (27 M) cross iron bridge, caution for immediate sharp left turn direct to 3-corners (27.6 M); here keep right along shore, and also right along shore at fork 1-2 mile beyond (28.1 M).

Continue on fine macadam—numerous curves—to prominent fork (29 M—dividing point between the extreme

right, leading close along the waterfront onto the Nantasket peninsula, and the main Shore Road. On quick through trips to Hingham, Quincy and Boston without stop in this vicinity, keep left on fine macadam—the Jerusalem Road—no trolleys.

For the ATLANTIC HOTEL take extreme right, turning again right just beyond to the hotel, on the waterfront. For Nantasket Beach, Surfside, Hull, Allerton and other summer places along the Nantasket peninsula, take the same extreme right, but PASS road leading to the hotel; thence on the one main road to any of the points named.

Meeting trolleys at end of the Jerusalem Road (30 M), turn diagonally left with same under RR. (31.1 M); at fork (32.1 M) keep straight ahead with car-tracks. Avoiding left fork (32.6 M—leading under RR.), run at once into village of

32.7 6.6 **HINGHAM**, depot on left.

Straight ahead with trolleys past depot, bearing immediately right up hill past small triangular park (on left), direct on Lincoln St. to bridge over arm of Hingham Bay (35 M). At fork where car-tracks divide (35.7 M), keep left on main road—mostly fine macadam—crossing iron bridge (Fore River—37 M), direct on Washington St. to stone watering trough at forks of several roads, central landmark for

38.9 6.2 **QUINCY**. (*Route from Plymouth via Hanover and Weymouth comes in from below at this point.*)

Run nearly straight ahead on Hancock St. 2-10 mile only to fork (39.1 M); here take left into Adams St. with single trolley (leaving double-track line to right). Cross RR. bridge (39.3 M), bearing at once diagonally left (leaving single trolley to right)—sharp left curve (39.6 M) to fork (40.2 M).

Take right fork (leaving Furnace Brook parkway to left), straight ahead across RR. tracks at E. Milton station (on right—41.1 M) to fork of Adams & Center Sts. (41.7 M). Bear right upgrade on Adams St. and shortly downgrade (42.8 M) across bridge over Neponset River (42.9 M) to square, Milton Lower Mills (chocolate mills on right—43 M).

Turn left on River St. with trolleys, which follow past first road on right (Washington St.—43.1 M) to head of Morton St. 1-10 mile beyond (43.2 M—easily passed at speed). Turn 90° right on Morton St. (macadam, no car-tracks), curving left (43.4 M); 6-10 mile beyond (44 M) run diagonally left through 5-corners.

Cross RR. bridge (44.2 M), past large school (on left—44.3 M) to 4-corners at Blue Hill Ave. (44.6 M); turn 90° right on Blue Hill Ave., following double track trolleys along Franklin Park (on left) to intersection of Seaver St. at farther end of same (46.1 M). Turn 90° left on Seaver St. (trolleys), becoming Columbus Ave. at farther corner of

park (46.9 M); thence direct, bearing diagonally right under Elevated Railway at Eggleston Sq. (47.1 M).

Follow car-tracks nearly straight ahead—stone block pavement for short distance—through Roxbury Crossing (junction of many car lines—48.2 M) and across Massachusetts Ave. (49.2 M). Thence on Columbus Ave. to end of same at Park Square (50.3 M); here turn diagonally right on Boylston St., along Common (on left) to Tremont St.,

50.4 11.5 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Cumulative distances: Boston to Plymouth via Quincy, Hanover and Kingston, 42.9 miles; Plymouth to Boston via Kingston, Marshfield, Scituate, Cohasset, Hingham and Quincy, 50.4 miles—round trip of 93.3 miles.

Boston Section, Route No. 17

BOSTON TO NEW LONDON, CONN.—109.5 MILES

Via Dedham, Wrentham and Franklin, Mass., Woonsocket and Chepachet, R. I., Danielson, Plainfield and Norwich, Conn. Route Card No. 127, Automobile Club of America; reprinted by permission.

The interest and value of this route consist largely in the fact that it is—so far as known—the only route yet compiled with distances, between Boston and New London this way. It may frequently prove of use, especially between several points in Massachusetts and Rhode Island and Norwich-New London, not heretofore reached by the Blue Book routes. IF THE TOURIST STARTING OUT ON THIS RUN WILL TURN TO BOSTON SECTION, ROUTE NO. 1, PAGES 307-310, HE WILL FIND MORE DETAILED RUNNING DIRECTIONS FROM BOSTON TO WRENTHAM THAN THE A. C. A. ROUTE CARD GIVES TO THAT POINT.

(For this and optional exits see Boston city map, pages

MILEAGES
Total Intermediate **304-305.)**

0 0 BOSTON.

Commonwealth Ave. to Ericsson Statue and Charlesgate. Bear left and through the Fens on Audubon Road bearing right; cross Brookline Ave., and enter the "Riverway" to and along Jamaica way to the south of pond. A short distance beyond the pond on the Arborway (5 miles) turn sharp *right* to Centre St. and pass the Arnold Arboretum.

6.5 6.5 PETERS HILL.

7.5 1 WEST ROXBURY.

Go over RR. on Center St. and take right fork (8 miles) to Spring St. under RR. and bear left on Spring St. leading into Bridge St. A mile beyond take left fork to Ames St., passing directly through

9.5 2 DEDHAM.

On Court St. to trolley on Washington St. (10.5 miles)

12 2.5 ISLINGTON.

14 2 NORWOOD.

At signpost turn right upgrade, past Memorial Library to

18.5 4.5 WALPOLE.

Keep straight ahead, leaving trolley to left at fountain to

25 6.5 WRENTHAM.

At signboard on Common turn sharp right, and 1-2 mile beyond turn left following trolley. Before coming into

29.5 4.5 FRANKLIN.

Take first turn to left (King St.), bearing right cross RR. at grade and 1-2 mile beyond turn left. Direct (do not bear left) for 3 miles, and at end of Franklin St. turn left to Centre St., and Social St. into

38.5 9 WOONSOCKET.

At fountain bear left under RR. and then right on Main St. Follow trolley to and through

39.5 1 GLOBE VILLAGE.

42 2.5 FORESTDALE.

43 1 SLATERSVILLE.

After crossing RR., turn right. Turn left around store coming into

46 3 NASONVILLE.

Cross bridge and turn right up hill. At end of road

47 1 GLENDALE.

Turn right over RR. at grade; and bear left after crossing bridge.

48 1 OAKLAND.

Cross two R.Rs. at grade. Bear right at

49 1 MAPLEVILLE. (Sand to Gloucester forks, 10 miles).

At next fork (1-2 mile) bear left. Take the second left about a mile further. Bear left to macadam and turn right at corners in

52 3 CHEPACHET.

Keep direct road. 1 1-2 miles beyond Bowdish Reservoir take left at

59 7 "West Gloucester Forks."

1 1-4 miles beyond bear left down hill and take the second left turn beyond the bridge. Take next right turn, cross bridge and turn left. Keep direct near next (Pineville) bridge (62 M). Cross two more bridges and bear left coming into

64.5 5.5 BALLOUVILLE.

Turn right around mill.

66 1.5 ATTAWAUGAN.

Turn left around mill. 1 mile beyond bear right

67.5 1.5 KILLINGLY.

Cross RR., turn left and recross tracks, both at grade. 1 mile beyond bear right and follow trolley into and through

70.5 3 DANIELSON.

On Main, Franklin, and Dyer Sts.; at large schoolhouse, at crossroads near Wauregan, keep direct to

76.5 6 CENTRAL VILLAGE.

Cross RR. at grade and bear right across bridge.

79.5 3 PLAINFIELD. (Plainfield Inn.)

A mile and a half beyond bear right at forks, and keeping direct road, cross RR. twice at grade,

86.5 7 JEWETT CITY.

Through town, cross RR. at grade, and beyond bridge turn right. Bad road beyond Newent. Bear left, and pass **Jewett Station** (87 M—bad crossing). Bear left, turn left at **NENET**.
88.5 2

Go under RR. and a half mile beyond bear right. Two miles more and turn right to Shetucket River. Near
92.5 4 **TAFTVILLE**.

Cross trolleys and turn left to macadam, which keep, following trolley through
95.5 3 **GREENVILLE**.

96.5 1 **NORWICH**. (Wauregan Hotel.)

On N. Main, Main and West Main Sts. Cross both bridges and immediately turn left to Thames St.; bear right up hill (and follow trolley to New London, except where it goes across lots near Quaker Hill Settlement).

98 1.5 **THAMESVILLE**.

99 1 **TRADING COVE** and **MOHEGAN HILL**.

103 4 **UNCASVILLE**.

Bear right.

103.5 .5 **MONTVILLE**.

Cross roads, direct. Two miles beyond, where trolley goes across lots to left, look out for bad descent into

106 2.5 **QUAKER HILL SETTLEMENT**.

Over Quaker Hill to

109.5 3.5 **NEW LONDON**. (Mohegan Hotel.)

For hotels, garages, city map and various diverging routes, see title page New London section, page 235.—*Ed. Blue Book*.

Boston Section, Route No. 18

BOSTON TO KEENE, N. H.

Via Watertown, Waltham, Concord Station, Littleton, Townsend, Rindge, E. Jaffery Center and Marlboro; with notes of the return route via Winchester, Orange, Athol, Gardner, Fitchburg, Leominster, Maynard, Concord and Waltham.

Endurance Run Schedule of the Bay State Automobile Association; reprinted here in response to the frequent call for a route to Keene, specific running directions for which have never yet been compiled. This schedule is without distances, but will undoubtedly prove of value to anyone having occasion to make this run up to the time odometer mileages are available.

From Club House take Boylston St. to Massachusetts Ave.; turn R and then turn L into Commonwealth Ave. Follow Commonwealth Ave. to Brighton Ave., Brighton Ave. to North Beacon St., into **WATERTOWN**. Take Main St. to

WALTHAM. Continue Main St. to watering trough, turn R into North Ave. Take R. fork at big elm tree (Concord 4 miles). Take L fork at automobile sign, then L fork at granite block, pass

CONCORD STATION, then take L onto Main St. then R onto Elm St.

At Reformatory, take R fork and cross track and continue on to **LITTLETON**. (Do not cross RR. at Acton station) and follow telegraph line at Littleton. Leave North Littleton station on the L and continue on to

CHESHIRE HOUSE

J. A. REYNOLDS, Proprietor

Keene, N. H.

Rates \$2.50 up



We can afford automobile parties better service if telephoned or telegraphed in advance of their expected arrival stating accommodations required

GROTON. At Groton take R fork onto State road (Main St. under RR. bridge, turn sharp L over river bridge on into

TOWNSEND. At Townsend take L fork to Rindge, cross RR. at West Townsend. Continue on State road to saw-mill, here take R fork go up hill, at top of hill take L fork, continue to stone pillar, when keep to the L, take R turn at next stone sign post. Continue straight ahead by "Primary School, District No. 8." At next fork take R, next fork take L (at letter box) then at next fork take L into

RINDGE. At big church with clock, turn sharp to R around church and take road to East Jaffrey, at West Rindge, cross track and turn to R. Cross RR. at ice house, and at stone sign post take L fork (Jaffrey 4 miles), cross small bridge and take hill up to right (both roads to Jaffrey), at next fork take R, at top of hill keep to L. Turn to L into

EAST JAFFREY CENTRE, then sharp to L toward Keene. At watering trough take L, then next R to Dublin. Next R at cross-roads, keep hotel on L at next turn, at next fork take L. Go straight ahead at next fork, and also at the next fork. Sharp turn at electric light; at end of this road turn to L toward Marlboro, take L turn just beyond "Monadnock Farm." At

MARLBORO take Main St. and follow car-tracks to

KEENE, here turn to R and stop at Garage on R. H. side of St. Cheshire House.

FROM KEENE

Leave Keene by Main St., taking 2nd R (Winchester St.), after crossing bridge take L fork. At sign-board keep straight ahead into

WINCHESTER, just out of Winchester take L by sign-board. R at next fork to Orange by old farm house, then at iron watering trough turn L by Warwick Inn. Take next turn to R (and a few miles beyond here is Beach Hill). Should have "Danger Sign" at top of this hill, very steep and winding coming down, at foot of hill at

HARRIS

(REGISTERED)

OILS

Stewart Elliott won the Coney Island 50-mile race August, 1907, using the Harris Light Oil. Says it is absolutely the best for the Packard.

watering trough, turn sharp R, take next R to S. Orange onto sod road. At top of hill and end of road turn L. Turn L onto Dexter St. At

ORANGE turn L to E. Main St. Continue straight ahead to bridge.

Turn to R over bridge into

ATHOL. Follow car-tracks out of Athol up hill and all way to

TEMPLETON DEPOT. Follow trolley to

E. TEMPLETON then go

just to L of G. A. R. Hall and follow trolley to

GARDNER. Here turn to R and follow track by Gardner station to

WESTMINSTER. At Westminster turn L at sign-post and follow

State road. Go around L, side of lake, to Johnsonia House.

FITCHBURG STATION on the L, turning to R. Keep on N. Main St., to

LEOMINSTER, and here turn L at center. Follow Lancaster St., under

bridge, turn R of stone watering trough. Straight ahead leave

car-track (sign "Bolton 4 Miles"), cross RR. and on to

BOLTON. From Bolton straight ahead to

STOW. At Stow take R and follow trolley to

MAYNARD. Maynard straight to Concord. Then straight to

CONCORD SQUARE. At Sq. turn R onto State road until come to

Lexington St. Turn R here and go to

WALTHAM to Commonwealth Ave., direct to club house.

The Practical Gas Engineer

By E. W. Longanecker

A manual of practical instruction on stationary internal-combustion engines; containing information about construction and operation, in simple language.

Size, 4 by 6½. Pages, 143. Without illustrations.

CLOTH BOARDS, \$1.00

THE CLASS JOURNAL COMPANY

FLATIRON BUILDING

NEW YORK

The **WHITE** The
Incomparable Car for Service

OFFICIALLY DECLARED MOST EFFICIENT CAR

One of the greatest victories in the annals of the sport was that of the White at the South Harting hill-climb in England, July 10th, 1907. This was primarily an efficiency contest and the first place was given to the White because it developed a greater percentage of its assigned horse-power than did any other machine. It should be noted that the Committee rated the White at 50 horse-power, in order to bring its rating in harmony with that of the gasoline machine.

HOTEL STANDISH

WORCESTER, MASS.



On South Main Street.

In Residential Section.

One-Half Mile from City Hall on Main
Route Between Springfield and Boston

STANDISH HOTEL COMPANY

Pilot GARAGE
WORCESTER MASS.
185 COMMERCIAL ST. JUST OFF FRONT ST.



THE ONLY UP TO DATE FIRE PROOF GARAGE
IN THE CITY. OPEN ALL NIGHT

NEAREST
LEADING HOTELS

Pilot GARAGE & SUPPLY CO.

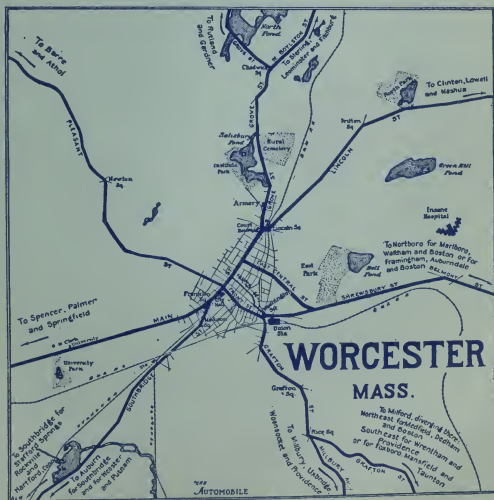
WORCESTER, MASS., SECTION

WORCESTER HOTELS—Hotel Standish, 767 Main St.; Bay State House, 283 Main St.; The Warren, 199 Front St.; Worcester Auto Club Restaurant, 44 Front St.; State Mutual Restaurant, 340 Main St.

WORCESTER GARAGES—Pilot Garage & Supply Co., 185 Commercial St.; Worcester Motor Car Co., Pleasant St., opposite Chestnut.

ROUTES COVERED IN THIS SECTION

- | | |
|---------|---|
| No. 1. | Worcester to Boston, Mass., via Shrewsbury, Northboro, Marlboro, Weston and Auburndale. Alternate Weston to Boston via Waltham and Watertown. |
| No. 2. | " " Boston, Mass., via North Grafton, Westboro, South Framingham, Natick, Wellesley Hills and the "Newtons." |
| No. 3. | " " Boston, Mass., using first part of No. 1 and second part of No. 2, exchanged via Southboro and Wellesley Hills. |
| No. 4. | " " Leicester, Spencer, Warren, Palmer and Springfield, Mass. |
| No. 5. | " " Uxbridge, Mass., Woonsocket and Providence, R. I. |
| No. 6. | " " Putnam, Norwich and New London, Conn. |
| No. 7. | " " Gardner, Mass. } Connecting with the main routes be- |
| No. 8. | " " Fitchburg, Mass. } tween Boston and Greenfield. |
| No. 9. | " " Lowell, Mass., first part of a short line from Worcester to central New Hampshire and the White Mountains. |
| No. 10. | " " Milford, Franklin, Foxboro, Mansfield and Taunton, Mass. |
| No. 11. | " " North Oxford, Charlton and Southbridge, Mass., Stafford Springs, Rockville, Manchester, and Hartford, Conn. |
| No. 12. | " " Barre, Petersham and Athol, Mass.; with the return route. |



MAP SHOWING ROUTES THROUGH WORCESTER, MASS., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE

STATE MUTUAL RESTAURANT

WORCESTER, MASS.



Quick Service
for Automobilists

Open 7 A.M. to 11.30 P.M.
Only Top-Story Dining
Room in the City

The main dining room for
ladies and gentlemen is so well
lighted it gives the effect of a
roof garden.

Worcester Automobile Club



Welcome
To Members of A. A. A. and
Affiliated Clubs

Stop with us for Lunch or Dinner. Table
d'Hote at noon. A la Carte all hours.

GEORGE WILLIAMS, Steward. 44 Front St.



BAY STATE HOUSE

Leading Hotel in the City

283 MAIN ST., WORCESTER, MASS.

Rooms, \$1.00 and Upwards

EUROPEAN PLAN

D. C. SARGENT, Mgr.

ALSO { Combination Breakfast, 25c. to 75c.
Special Luncheon, 50c.

When in Worcester stop at our Garage. Prices the same
to transient as to local. Our Garage is first-class and up-
to-date in every way. Machinery, first-class repair men,
telephone. Ask any policeman and he will direct you.

Worcester Motor Car Co.
Pleasant Street, Worcester, Mass.



THE WARREN

199-205 FRONT STREET

(See city map, page 375)

Worcester, Mass.

NEW AND MODERN HOTEL

European Plan

Special Accommodations for Automobile Parties and Tourists.

120 Rooms, 60 with Baths

WARREN HOTEL CO.

Worcester Section, Route No. 1

WORCESTER TO BOSTON, MASS.—44.1 MILES

Through route via Lake Quinsigamond, Shrewsbury, Northboro, Marlboro, South Sudbury, Wayland, Weston and Auburndale, entering Boston via Commonwealth Ave. Extension, Chestnut Hill Reservoir and Beacon Boulevard. State Macadam and Boulevard throughout—usually considered the best way.

Good roads throughout the territory between Worcester and Boston provide several routes between the two cities, which can be varied or combined almost indefinitely. This and the two following schedules are arranged primarily for through travel; for alternates—especially the much-used optional line from Weston to Boston via Waltham and Watertown see map pages 380-381.

FOR THIS AND OPTIONAL EXITS SEE WORCESTER CITY MAP, PAGE 375

MILEAGES (Map of this and the two following routes, pages 380-381.)
Total Intermediate

o o **WORCESTER**, City Hall, Main & Front Sts.

Run nearly east on Front St. along City Hall Common (on right), under RR. bridge (3-10 M); at fork of streets just beyond, bear left over RR. (grade—4-10 M), passing Union Depot (on right) into Shrewsbury St. At fork (6-10 M), keep straight ahead on Shrewsbury St.—macadam, with car-tracks, bearing right (1.9 M) into Belmont St. downgrade across causeway over Lake Quinsigamond (2.6 M).

Straight ahead with trolleys to iron watering trough in fork (3.5 M); bear left on Maple Ave., upgrade on macadam, car-tracks all way through Shrewsbury (two small settlements—5.5 and 6.1 M). Pass branch road on right (8.3 M—connection from this route across to Westboro), keeping to right of stone watering trough in prominent reverse fork.

10 10 **NORTHBORO**. (Right fork immediately beyond also connects to Westboro.)

Direct through across RR. (10.1 M), avoiding right fork (10.6 M—connection from this route to Southboro and Framingham). At "T" in road (11.1 M) turn 90° right with trolleys, running straight ahead where car-tracks leave to left (13.3 M). Picking up trolleys

(from left—13.8 M), follow them past small pond (on right—14.8 M), keeping to right of monument,
 15.6 5.6 **MARLBORO.** (*Sharp left from monument—Mechanic St. —leads to Hudson—4 miles—and Clinton—10 miles.*)

Straight ahead on Main St. past **Windsor Hotel** (on right—15.7 M) and City Hall (on right—15.9 M) to large tree where trolleys turn left (16.2 M); here (straight ahead leads to **Wheeler's Garage**), turn 90° left with car-tracks. At cross-roads short distance beyond (16.4 M), turn 90° right—leaving trolleys—keeping right on main road at fork (17 M) to **Wayside Inn** (on left—20.6 M).

Direct on fine macadam, crossing RR. tracks approaching (23 M) and leaving (23.3 M) South Sudbury village, keeping straight ahead on main road at fork (23.6 M). Cross small bridge over Sudbury River and RR. tracks again (25.8 M), running nearly straight ahead through 4-corners, Wayland (26.4 M). Avoiding left fork (26.6 M) continue direct on Central Ave. to flagpole and stone church at

29.8 14.2 **WESTON.** (*This route continues through Auburndale and the Park System into Boston; for alternate line Weston to Boston via Waltham and Watertown, see separate head at end of this route.*)

Turn diagonally right into School St. (leaving the Waltham-Watertown route straight ahead), bearing right (30.3 M) to "T" in road just beyond (30.4 M). Turn 90° left into Newton St., keeping also left at next fork (30.5 M) to end of Newton St. at intersection of South Ave. (32.3 M).

Bear left into South Ave. direct across stone bridge over Charles River (32.9 M), passing Norumbega Park (on left—33.2 M) and crossing RR. bridge (34 M) into Commonwealth Ave. Extension. Continue on fine wide macadam—various grades and numerous curves but direct and unmistakable—to fork at intersection of Chestnut Hill Ave. (39.2 M).

Leaving Commonwealth Ave. Extension to left, bear right on Chestnut Hill Ave. to junction of several streets in front of Chestnut Hill Reservoir (39.4 M). Here swing left into Beacon St. Boulevard, past **Hotel Beaconsfield** (on right—40 M), straight ahead over B. & A. RR. bridge (42.1 M) to intersection of Commonwealth Ave. (42.3 M).

Bear right on Commonwealth Ave. to Massachusetts Ave. (32.7 M), turning 90° right to intersection of

BE
SURE
IT'S

See pages
20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

BEFORE YOU ENTER BOSTON

Coming through from Worcester
(See map below)

STOP AT

Hotel Beaconsfield Brookline, Mass.

Owned and Operated by HENRY M. WHITNEY. A. W. PAYNE, Manager.



THE ENVIRONMENT of this Hotel is superb, being located in the heart of fashionable Brookline, the wealthiest and most beautiful town in the world. Although almost within the shadow of the city, the BEACONSFIELD offers a semi-country life, free from the noise and turmoil of a big city and is especially attractive to parties wishing a quiet place. It is situated on the world renowned Beacon Boulevard and is beyond question *Boston's Most Exclusive Hostelry.*

We have our own private station on Boston & Albany Railway, 10 minutes to Back Bay—14 minutes to South Terminal.

EASY TO REACH—SEE THIS MAP

"Just beyond the Reservoirs turn to right along Chestnut Hill Ave. two blocks to Beacon Boulevard," the main entrance to Boston.



We Maintain a First Class Auto Station and Modern Stable

Boylston St. (32.9 M). Turn 90° left on Boylston St. past Mass. Auto Club (on left—43.2 M) and Institute of Technology (on left—43.6 M), running along south side Public Garden and Common to intersection of Tremont St.,

44.1 14.3 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

ALTERNATE WESTON TO BOSTON VIA WALTHAM AND WATERTOWN

MILEAGES
Total Intermediate (*Mileages cumulative from Worcester.*)

29.8 29.8 WESTON, flagpole and stone church.

Run nearly straight ahead on main road past fork on right (30.2 M) and fork on left (30.3 M), crossing RR. tracks at Stony Brook station (on left—31.2 M). Picking up trolleys (31.8 M) follow them (avoiding right fork—32.2 M), past stone watering trough (on left—32.5 M) to park (on right), center of Waltham (33.1 M).

Direct through on Main St., at fork (33.7 M) keep straight ahead across RR. tracks at Beaver Brook station (on left—33.8 M) and over RR. in tunnel (35.5 M). Just beyond (35.6 M) bear right with trolley past park (on left) through center of Watertown (36 M), following Main St. to stone watering trough at fork leaving town (36.1 M).

Take right (car-tracks go straight ahead—a trifle shorter but poorer way); at fork just beyond (36.2 M) still keep right into the River Road, picking up car-tracks again (37.1 M). Thence with trolleys past U. S. Arsenal (on left—37.4 M), over bridge (37.5 M) and under RR. (37.8 M), straight ahead through Oak Sq. (38.9 M)—now Brighton Ave.

Running into Commonwealth Ave. (39.5 M) continue on same all way to Massachusetts Ave. (41.3 M), where turn 90° right to intersection of Boylston St. (41.5 M). Turn 90° left on Boylston St. past Mass. Auto Club (on left—41.8



Map of the Worcester-Boston routes,

M) and Institute of Technology (on left—42.2 M), running along south side Public Garden and Common to intersection of Tremont St.,

42.7 12.9 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Worcester Section, Route No. 2

WORCESTER TO BOSTON, MASS.—44.5 MILES

Alternate route via North Grafton, Westboro, South Framingham, Natick, Wellesley, Newton Lower Falls, the Newton Boulevard, Chestnut Hill Reservoir and Beacon Boulevard. With note of optional route Worcester to Westboro via Shrewsbury.

Somewhat less used for through travel than route No. 1, this line reaches several important intermediate points. Roads mostly dirt to Westboro, which—though not bad—may be avoided by leaving Worcester by route No. 1 to the fork just beyond Shrewsbury (8.3 M). Here bear right about 1 1-4 miles, turning left on Belmont St. about 2 1-2 miles, meeting trolley turn right on Milk St. with same about 1 1-2 miles to Westboro. This is only a trifle longer than the Worcester-Westboro line via North Grafton.

FOR THIS AND OPTIONAL EXITS, SEE WORCESTER CITY MAP, PAGE 395.

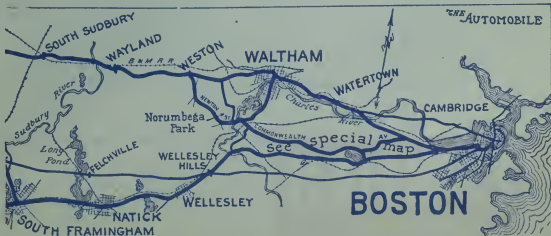
MILEAGES
Total Intermediate

(Map of Routes Nos. 1, 2 and 3 pages 380-381.)

0 0 WORCESTER, City Hall & Front Sts.

Run nearly east on Front St. along City Hall Common (on right), under RR. bridge (3-10 M); at fork of streets in front of old Union Depot just beyond, turn right. Cross RR. (4-10 M—many tracks at grade) on Grafton St. to fork of streets and trolleys (6-10 M); here keep left to next fork (Grafton Sq.—1.1 M).

Bear right with car-tracks (Hamilton St.—equally good and wider—continuous straight ahead) to Rice Sq. (1.5 M); here, where trolleys again fork, keep left—still Grafton St. Direct out across RR. (4.6 M); avoiding right fork (5.9 M—to Grafton), keep left across small bridge into North Grafton (6.1 M). At fork leaving town bear diagonally right over RR. (6.3 M); crossing trolleys (9 M), keep right, following same all way on W. Main St. to center of



Nos. 1, 2 and 3 of this section.

- 12.3 12.3 **WESTBORO.** (*The Worcester-Shrewsbury-Westboro route, referred to in the introductory paragraph enters Westboro by Milk St.—on left, 12.3 M.*)

Direct through on E. Main St. under RR. (12.5 M), bearing right at fork (13.1 M) to very prominent fork (nearly branch road—13.4 M). Turn right into Flanders St. (sign), keeping right on main road (16 M); caution for sharp left curve (16.5 M—straight ahead continues under RR.).

Straight ahead to fork at Southville station (17.2 M); here keep right through 4-corners (17.9 M), bearing right (20.1 M) to end of road (20.4 M). Turn left (Pleasant St.), direct to fork (21.2 M)—just before B. & A. RR. station, Ashland.

Bear left on Front St. (Fountain St. on some maps) through 4-corners (21.9 M), crossing bridge over reservoir (22.9 M) through 4-corners (23.3 M—where Southboro-Framingham road comes in from left). At large concrete factory (on left—23.8 M), keep right over RR. bridge (23.9 M); meeting trolleys (from right—24M), follow them across branch RR. (24.2 M), running alongside RR. depot (on left), center of

- 24.4 12.1 **SOUTH FRAMINGHAM.** (*State Camp, Mass. National Guard, short distance north.*)

Follow trolleys across branch RR. (24.6 M), fine macadam along main line RR. (on left); caution for car-tracks crossing road to right (26.4 M). Continue same thorofare (W. Central St.), straight ahead through business center of Natick (28.1 M—park on right).

At fork of 3 roads (28.4 M), keep direct with car-tracks, crossing branch RR. (29.9 M), running into Wellesley (31.1 M): Straight through to fork just beyond (31.3 M); here bear left into Washington St., running direct to cross-roads at

- 32.7 8.3 **WELLESLEY HILLS.** (*Worcester - Northboro - Southboro - Framingham Center-Boston route enters from the right.*)

At next fork (33.3 M—Wellesley Farms), keep left with trolley, following main-traveled highway over bridge across Charles River at

- 33.8 1.1 **NEWTON LOWER FALLS.**

Direct through to fork (34.4 M); here—signboard on right—bear left into Beacon St., leaving trolleys

HARRIS
(REGISTERED)
OILS

The Pennsylvania first car to reach New York, Glidden tour, 1907, report all lubrication trouble over as soon as Harris Oil was secured.

to left. At next fork (34.7 M), keep left over RR. bridge (35.4 M), following main traveled road across Chestnut St. (35.7 M) and across Walnut St. (trolleys—36.7 M), bearing diagonally left through cross-roads at

37.3 3.5 NEWTON CENTER, Newton Center Garage.

Straight ahead on Beacon St. through all cross-roads, passing branch road on left (39 M), leading into Reservoir grounds. 3-10 M beyond (39.3 M) turn left past pumping station (on right—39.4 M), keeping right at next fork (39.7 M), running out of Reservoir grounds just beyond (39.8 M). Continue direct on Beacon St. with trolleys past **Hotel Beaconsfield** (on right—40.4 M), straight ahead over B. & A. RR. bridge (42.5 M) to intersection of Commonwealth Ave. (42.7 M).

Bear right on Commonwealth Ave. to Massachusetts Ave. (43.1 M), turning 90° right to intersection of Boylston St. (43.3 M). Turn 90° left on Boylston St. past Mass. Auto Club (on left—43.6 M) and Institute of Technology (on left—44 M), running along south side Public Garden and Common to intersection of Tremont St.,

44.5 7.2 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Worcester Section, Route No. 3

WORCESTER TO BOSTON, MASS.—42.4 MILES

Alternate route via Lake Quinsigamond, Shrewsbury, Northboro, Southboro, Framingham Center, Wellesley Hills, Newton Lower Falls, the Newton Boulevard, Chestnut Hill Reservoir and Beacon Boulevard. An excellent run, using the first part of No. 1 and the last part of No. 2, connected via Southboro and Framingham Center.

This is one of the most popular variations from the two routes between these cities already given, and is the shortest of the three, running a considerable distance with the Boston-Worcester air-line trolleys. The 20.6 miles between Northboro and Wellesley Hills figure in this route alone, the first 10 miles (to Northboro) and the last 11.8 miles (Wellesley to Boston) being identical with the corresponding parts of routes 1 and 2. To save references, however, these parts are repeated here, with corrected mileages throughout:

FOR THIS AND OPTIONAL EXITS SEE WORCESTER CITY MAP, PAGE 375

MILEAGES
Total Intermediate (Map of this and the two preceding routes pages 380-381.)

0 0

WORCESTER, City Hall, Main & Front Sts.

Run nearly east on Front St. along City Hall Common (on right), under RR. bridge (3-10 M); at fork of streets just beyond, bear left over RR. (grade—4-10 M), passing Union Depot (on right) into Shrewsbury St. At fork (6-10 M), keep straight ahead on Shrewsbury St.—macadam, with car-tracks, bearing right (1.9 M)

into Belmont St. downgrade across causeway over Lake Quinsigamond (2.6 M).

Straight ahead with trolleys to iron watering trough in fork (3.5 M); bear left on Maple Ave., upgrade on macadam, car-tracks all way through Shrewsbury (two small settlements—5.5 and 6.1 M). Pass branch road on right (8.3 M—connection from this route across to Westboro), keeping to right of stone watering trough in prominent reverse fork,

- 10 10 **NORTHBORO.** (*Right fork immediately beyond also connects to Westboro.*)

Direct through across RR. (10.1 M) to small conservatory in fork (10.6 M); here keep right (trolleys and Marlboro-Boston route continue straight ahead). At next fork (11.1 M) bear left to 4 corners by pond (11.5 M), keeping right to fork 4-10 M beyond (11.9 M); here again bear left, keeping right at 3-corners (12.6 M) to end of road (14.6 M). Turn right across RR. bridge and immediately left (14.7 M); meeting fine macadam (from right—15.5 M), follow same into

- 16.5 6.5 **SOUTHBORO.**

Continue through across RR. (17 M) to forks immediately beyond; here bear right with trolleys, but where tracks leave to right (17.5 M), run straight ahead over causeway between reservoirs (17.7 M). Keep left upgrade (18.8 M), bearing right at fork near top of grade direct over RR. (21.5 M) with trolleys (from right—22.1 M) to watering trough, village of

- 22.2 5.7 **FRAMINGHAM CENTER.** (*State Camp, Mass. National Guard, short distance south.*)

Straight ahead with trolleys (Boston-Worcester airline followed for next 8 miles), past Framingham Jct. station (on right—23.6 M) and under RR. bridge (25.7 M). Direct and unmistakable under RR. bridge again (30.5 M) to fork of several roads at

- 30.6 8.4 **WELLESLEY HILLS.** (*Worcester-Westboro-South Framingham-Boston route comes in from the right.*)

Bear left with trolleys to fork (31.2 M—Wellesley Farms); here still keep left with car-tracks, following main-traveled highway over bridge across Charles River at

- 31.7 1.1 **NEWTON LOWER FALLS.**

Direct through to fork (32.3 M); here—signboard on right—bear left into Beacon St., leaving trolleys to left. At next fork (32.6 M), keep left over RR. bridge (33.3 M), following main-traveled road across Chestnut St. (33.6 M) and across Walnut St. (trolleys—34.6 M), bearing diagonally left through cross-roads at

35.2 3.5 **NEWTON CENTER**, Newton Center Garage.

Straight ahead on Beacon St. through all cross-roads, passing branch road on left (36.9 M), leading into Reservoir grounds. 3-10 M beyond (37.2 M) turn left past pumping station (on right—37.3 M) keeping right at next fork (37.6 M) running out of Reservoir grounds just beyond (37.7 M). Continue direct on Beacon St. with trolleys past **Hotel Beaconsfield** (on right—38.3 M), straight ahead over B. & A. RR. bridge (40.4 M) to intersection of Commonwealth Ave. (40.6 M).

Bear right on Commonwealth Ave. to Massachusetts Ave. (41 M), turning 90° right to intersection of Boylston St. (41.2 M). Turn 90° left on Boylston St. past Mass. Auto Club (on left—41.5 M) and Institute of Technology (on left—41.9 M), running along south side Public Garden and Common to intersection of Tremont St.,

42.4 7.2 **BOSTON**, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Worcester Section, Route No. 4

WORCESTER TO SPRINGFIELD, MASS.—51 MILES

Main thorofare via Leicester, Spencer, the Brookfields, Warren, Palmer and N. Wilbraham. State macadam greater part of way and gradually extending the rest.

FOR THIS AND OPTIONAL EXITS SEE WORCESTER CITY MAP PAGE 375

(Connecting with the through routes for Hartford and
 MILEAGES below 1-2 mile east of business center, Springfield—50.5 M.)
 Total Intermediate

• 0 0

WORCESTER, City Hall, Main & Front Sts.

Start nearly west on Main St. with main-line trolleys, which follow without turn to fork near foot of hill where trolleys leave to right (5.7 M); ascend grade on direct road into village of Leicester (6.2 M); **Leicester Inn**. Picking up trolleys again at this point, continue with

The **WHITE** The
 Incomparable Car for Service

WHITE WON QUAKER CITY ENDURANCE RUN

The single White Steamer entered in the Quaker City Endurance Run, Jan. 1st-2nd, 1908, scored a sweeping victory over the 27 gasoline cars of 23 leading makes which competed against it.



them (avoiding all right and left forks), up and down several grades into Main St., Spencer (11.2 M).

Continue with trolley—various curves and frequent grades through E. Brookfield (Furnace Pond over to right, 14.6 M); and over RR. (15.1 M); at stone watering trough in fork (17.5 M), keep left with car-tracks to "T" in road (17.8 M). Here (church on left), turn 90° right and first 90° left through village of Brookfield (17.9 M).

Direct through with trolleys, keeping left at fork (20.3 M), along small park (on right) at West Brookfield (20.7 M); **Ye Olde Tavern**. Continue nearly straight ahead across trolley (21.6 M) and over RR. bridge (22 M), with sharp curves beyond, crossing 2nd RR. bridge (24 M) into center of

24.1 24.1 WARREN, RR. station on left.

Follow car-tracks (avoiding numerous right and left forks) to end of line at West Warren (26.8 M); leaving this place avoid right fork (to Ware), keeping left also at fork (28.2 M) to important fork (29.6 M). [Next 3 miles closed to travel fall 1907 for macadamizing, and distance estimated while "running around"; the following description should apply—except for exact distance—for 1908.]

Continue on macadam (left fork is old road) along general course of RR. and Quaboag River, passing a trifle north of W. Brimfield station; direct but caution for dangerous turns under RR. (33.4 M & 33.8 M). Follow macadam into Palmer, watching for stone church on right-hand corner (35.2 M); here turn 90° left on Central St. one long block to RR. station, where turn 90° right into the main street of

35.3 11.2 PALMER, RR. station, at business center.

Direct through to fork 1 mile out (36.3 M) where keep left on main road, passing under RR. (36.4 M); curve left with trolleys just beyond (36.5 M), crossing old wood-bridge (36.6 M). Where trolleys leave (to left—36.8 M)



THE WARNER AUTO-METER

is made on the proven successful magnetic principle. They're just as reliable and durable as a mariner's compass.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.





run straight ahead, bearing left at fork (38.3 M) into stretch of sandy and poor road (1907).

Picking up trolleys (from left—39 M) continue with same; caution for 90° left turn under RR. (40.7 M) and immediately 90° right, passing N. Wilbraham station (on right—40.8 M). Thence on main road—right and left curves (41.2 M and 43.8 M), running straight ahead through 5-corners (44.9 M), meeting trolley line in front of St. Michaels Cemetery (on left—47.5 M).

Follow car-tracks—now on State St., Springfield—over RR. tracks (49 M), along Winchester (small) park (on left—49.2 M) and past U. S. Armory (on right—49.7 M) to 50 M), down grade to end of State St. at Masonic Temple* on left-hand corner (50.5 M)*. Turn 90° right* on Main St.—trolleys all way—through business district to RR. viaduct, central landmark for

51 15.7 SPRINGFIELD, downtown business center.

* The "Masonic Temple corner," where the right turn is made for the business center of Springfield, may be used as a short-cut on through trips from above Springfield to Hartford and below. Turning left from State St. into Main St. will save going downtown and back (1-2 mile each way).

For hotels, garages, city map, and various diverging routes, see title page, Springfield section, page 397.

Worcester Section, Route No. 5

WORCESTER TO PROVIDENCE, R. I.—43 MILES

Via Millbury and Uxbridge, Mass., Woonsocket and Central Falls, R. I.

From City Hall, Main and Front Sts., center of city, run out Front St. (southeast) to Washington Square, in front of Union Depot. Turn right across tracks into Grafton St., which shortly bears left to Grafton Square. Bear right at this point, following trolley through Rice Square (just below) and nearly direct south on Millbury Ave.

Continue this road, with one right turn to eastern edge of Millbury (5 miles). Then, unless going into this place, turn left, following trolley (which comes into the road from Millbury), through Wilkinsonville to Saundersville (8 miles) and Farnumsville (9 miles).

Bear gradually right from Farnumsville; following general course of RR. past Northbridge station (on right), 11 miles, to Whitins RR. Station (15 miles). Cross RR., intersecting trolley (which comes in from Whitinsville); follow tracks through North Uxbridge to



UXBRIDGE

18 miles from Worcester

Go through on main road with RR. through Millville (23 miles), crossing tracks just beyond, thence with trolley into Blackstone (25 miles). Straight through, making right turn at edge of town, crossing RR. and direct to Woonsocket. Enter by Harris Avenue to intersection of Blackstone Street; turn left and follow Blackstone Street across RR. to Monument Square, center of

WOONSOCKET

27 miles from Worcester

St. James Hotel. Anderson Auto. Co., 329 Main St.

Resuming the run to Providence turn 90° right at Monument Square, direct south on Main Street across RR. tracks to intersection of Court Street, immediately beyond. Turn left on Court Street across bridge, and take oblique left fork into Hamlet Avenue. Direct out across tracks again, with left and right turn across Blackstone River again into the "Cumberland Road."

Intersecting trolley, follow same through Cumberland Hill (30½ miles), and Ashton (33½ miles), to Berkeley (35 miles). One and one-half miles beyond, turn right (away from trolley) across RR., Blackstone River and trolley, into

LONSDALE

37 miles from Worcester

(Old Village.)

Direct through, shortly intersecting single-track trolley which keep, taking right fork into Lonsdale Ave. Follow this avenue through western edge of Central Falls and Pawtucket, intersecting North Main St. at drinking fountain

near City Line. Bear right into North Main St., which is direct to right turn across river into Market Sq.,

PROVIDENCE

43 miles from Worcester

For hotels, garages, city map, and various diverging routes, see Rhode Island section, pages 263 and 264.

Worcester Section, Route No. 6

WORCESTER TO NEW LONDON, CONN.—75 MILES

The thorofare to Long Island Sound via Webster, Mass., Putnam, Danielsonville, Plainfield and Norwich, Conn. (with acknowledgment to Automobile Club of America route card, by Winslow Tracy Williams).

Leave Worcester by Southbridge Street (for connections from all parts of Worcester to Southbridge Street, see city map); at Webster



Square bear right following trolley. Where trolley leaves the State Road, to go left around Dunn's Pond ($3\frac{1}{2}$ miles), keep direct; after trolley returns follow it.

En route to Webster keep through Larnedville (8 miles), North Oxford (9 miles), Oxford ($11\frac{1}{2}$ miles) to North Village; here go under RR., on Cemetery Street, and bear right to

WEBSTER

16 1-2 miles from Worcester

Direct through town (two grade crossings); beyond bridge bear left at fork, continuing to Perryville ($18\frac{1}{2}$ miles) and Wilsonville ($19\frac{1}{2}$ miles). Turn right at center of town and, keeping entirely to left, cross small bridge near mills at North Grosvenordale ($21\frac{1}{2}$ miles). Bear right along and turn left across river, then immediately right, following trolley to Grosvenordale (23 miles).

Turn sharp right across the French River and RR. at grade; then sharp left. At end of road ($24\frac{1}{2}$ miles), near West Thompson, turn left across RR., river and trolley; then immediately right, with trolley through Mechanicsville ($25\frac{1}{2}$ miles), to

PUTNAM, CONN.

27 1-2 miles from Worcester

Putnam Inn.

On School Street go under RR. on Front St. and turn left to the fountain; beyond grade crossing bear right. Go under RR. and turn immediately left past the trotting park. Three miles out of Putnam take left fork through Attawaugan ($31\frac{1}{2}$ miles); half mile beyond take right fork to Killingly. Cross RR., turn left and recross RR. (both at grade); then bear right through Elmville (34 miles) to Main St,

DANIELSONVILLE

36 miles from Worcester

Attawaugan Hotel

Go through town, but just before crossing iron bridge turn left to Franklin and Dyer Sts., following telegraph poles. At large schoolhouse at cross-roads near Wauregan, keep direct to Central Village (42 miles). Cross RR. at grade and bear right across bridge into

PLAINFIELD

45 miles from Worcester

Go through; $1\frac{1}{2}$ miles beyond bear right at forks and, keeping the direct road, cross RR.

twice at grade, at Clayville (51 miles) and then entering Jewett City (53 miles). Continuing through town, cross RR. at grade to bridge; beyond bridge bear left all the way, keeping river road to Tafts station (59 miles). Bear left and follow trolley, again bearing left and then right through Greenville (61 miles) to

NORWICH

62 miles from Worcester

The Wauregan. Baird & Swan, Garage.

Go out North Main, Main, and West Main Sts.; cross both bridges and turn immediately left to Thames St. Bear right uphill following trolley (all way to New London, except where it goes "across lots" near Quaker Hill settlement).

Continue through Thamesville (63½ miles), Trading Cove and Mohegan Hill (64½ miles), to Uncasville (68½ miles); here bear right to Montville (69 miles). Cross roads direct; two miles beyond, where trolley goes "across lots" to left, look out for bad descent into Quaker Hill Settlement.

Go over Quaker Hill direct to upper edge of New London. Cross small bridge into Williams St., keeping same direct to intersection of State St., center of city. For this and optional entrance down Main St., with car tracks, see city map.

NEW LONDON

75 miles from Worcester

For hotels, garages and various diverging routes, see title page. New London section, page 235.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

WORCESTER TO GARDNER, MASS.—28 MILES

Via Jefferson and Hubbardston. Connection for Princeton and Mt. Wachusett via Jefferson. Map on bottom of page.

From City Hall, Main and Front Sts., run north on Main St.; at Court House (on left), short distance above, bear left. Keep Armory on left, following trolley out Grove St., passing Salisbury Pond (on left) to Chadwick Square. This entire exit is shown in the Worcester map.

Turning *left* at watering trough, follow Grove St. trolleys around North Pond. At fork (where trolley takes right), keep left on macadam, passing Chaffin's Pond (on left). Cross RR. and again join trolley, which follow into Holden (8 miles). Bear left across RR. direct to

JEFFERSON

10 miles from Worcester

Connection is made from this point nearly direct north to Princeton (7 miles) and Mt. Wachusett (10 miles).

Bear left again and then right across RR., following same past Muschopauge Station; here RR. bears away to left. Keep direct over East

Country Road through North Rutland (16 miles), continuing northwest, passing Asnaconcomick Pond (on right) through Eagle Mills to HUBBARDSTON

20 miles from Worcester

Take right fork and again next right fork into the Gardner Road, which keep direct. Cross RR. and continue into South Gardner; from this point see map page 325 into

GARDNER, Windsor Hotel.

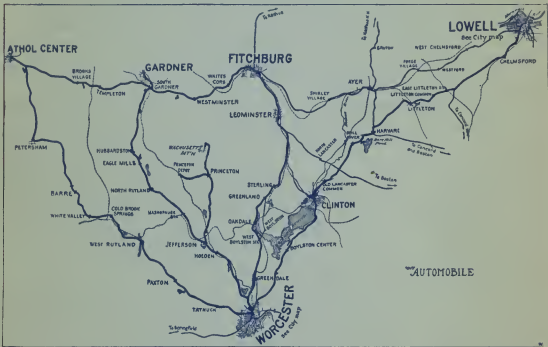
28 miles from Worcester

Worcester Section, Route No. 8

WORCESTER TO FITCHBURG, MASS.—25 MILES

Via West Boylston and Leominster

From City Hall, Main and Front Streets, run north on Main Street; at Court House (on left) short distance above, bear left. Keep Armory on left, following trolley out Grove Street, passing Salisbury Pond



(on left) to Chadwick Square. This entire exit is shown in the Worcester map.

Keep *right* at this Square (left for Gardner), following trolley on West Boylston Street. Pass North Pond (on left), cross RR. and follow same through Greendale (3½ miles), to Summit Station (where five roads converge.) Bear left over RR., and then bear right on State Highway, direct to

WEST BOYLSTON

8 miles from Worcester

Follow general course of RR., keeping Wachusett Reservoir (on right), passing through Oakdale (10 miles). Keep to right all the

HARRIS
(REGISTERED)
OILS

The De Luxe Motor Car Co. write: "Experimenting with Harris Oil and find it adapted to the De Luxe car."

way to Sterling (13 miles); thence follow trolley (except where tracks leave for short distance), to Monument Square, center of

LEOMINSTER

20 miles from Worcester

Follow trolley out Main St., keeping with it on left—do not cross RR. tracks—thence out North Main St. Enter by Water St. across bridge over Nashua River, direct to crossing of B. & M. RR. tracks at Union Station. Bear right across tracks and then left into Main St., center of

FITCHBURG

25 miles from Worcester

Johnsonia Hotel. E. A. Stevens Co., Main Street, Garage; Iver Johnson Sporting Goods Co., Garage.

WORCESTER TO LOWELL, MASS.—47 1-2 MILES

Direct line through Clinton, Harvard, Littleton and Chelmsford, being the first part of a short line from Worcester and vicinity to the Lake Regions of Central New Hampshire and to the White Mountains. Map on page 391.

From City Hall, Main and Front Sts., go north on Main St. to Court House, where turn right over RR. to Lincoln Square; see city map. Bear left on Lincoln St.; at Brittan Square, just above, bear right past North Park (on left).

Follow trolley through Boylston Center (7 miles), passing along East side of Wachusett Reservoir. Continue with trolley, entering on Chestnut Street into High St.,

CLINTON

13 miles from Worcester

Clinton House; Oxford House.

Straight out High Street to "Old Lancaster Common" (15 miles); here bear right. One-half mile out turn left and continue direct through Still River (19½ miles), taking left fork past Bare Hill Pond (on right) to Harvard (22½ miles). Turn left one-half mile, then right into Old Shaker Road, which follow to RR.; turn right with same into

LITTLETON

29 1-2 miles from Worcester

Turn left across RR. and go straight ahead through Center Village and "Littleton Common," crossing RR. at East Littleton Station. Continue direct on the "Littleton Road," striking RR.; follow tracks, crossing and recrossing them at

CHELMSFORD

43 1-2 miles from Worcester

Direct through town over stretch of State Highway extending half-way to Lowell. Enter by Chelmsford Street, which follow through the entire southern portion of City, crossing RR. Just beyond RR., turn right into Appleton St., which keep short distance to intersection of Central St.,

LOWELL

47 1-2 miles from Worcester

For hotels, garages, city map, and various diverging routes, see title page, Lowell section, page 499.

WORCESTER TO TAUNTON, MASS.—56 MILES

Via Grafton, Milford, Franklin, Wrentham, Foxboro and Mansfield.

Outline directions and approximate distances only; exact directions and distances will appear in a subsequent edition.

From City Hall, Main and Front Sts., run out Front St. (South-east) to Washington Sq., in front of Union Depot. Turn right across tracks into Grafton St., which shortly bears left to Grafton Sq. Bear right at this point, following trolley to Rice Square (just below); here turn left on Grafton St., with trolleys.

4 miles out, where car-tracks bear left, along RR., keep right, straight ahead on State macadam; meeting trolleys beyond, follow them along the upper side of Goddard Pond to Grafton (8 miles). Turn left across RR., curving left then right past Silver Lake; meeting trolley at cross-roads, follow tracks through West Upton (11 miles) to Upton (13 miles). Bear right, winding through cross-roads, over stretch of State macadam into

MILFORD

19 miles from Worcester

Turn 90° right down Main St., following electrics past S. Milford Sta. (on left), turning left with car-tracks across RR. into Bellingham (24 miles). Direct through, mostly State macadam, following trolley across RR. into Unionville (27 miles) and Franklin (29 miles). Cross RR., following car-tracks along upper side of pond to

WRENTHAM

33 miles from Worcester

Here connection is made with the Boston-Providence routes via Dedham, Norwood, Wrentham, N. Attleboro and Pawtucket.

Go straight through, following trolley to W. Foxboro (37 miles), turning 90° right to Foxboro (38 miles). Continue direct, following car-tracks along RR. (on left), mostly State macadam; turn left to village center, Mansfield (42 miles). Turn right at depot on S. Main St., nearly direct South passing to left of Norton Reservoir to Norton (48 miles).

Go through, making one right and one left turn with trolley. Where car-tracks branch left short distance below, go straight ahead to Oakland (53 miles). Turn left, following N. Attleboro-Taunton trolleys through Tremont, Washington and Court Sts. to "Common," business center of (city map page 348)

TAUNTON

56 miles from Worcester

Worcester Section, Route No. 11

WORCESTER TO HARTFORD, CONN.—70 MILES

Via North Oxford and Southbridge, Mass., Union, Stafford Springs, Rockville and Manchester, Conn. An alternate short line, as compared with the usual route via Palmer and Springfield.

A fair dirt road most of way, with gradually extending macadam on both sides of the interstate line.

Leave Worcester by Southbridge St. (for connections from all parts of Worcester see city map); at Webster Sq. bear right following trolley. Where trolley leaves the State Road, to go left around Dunn's Pond (3½ miles), keep direct; after trolley returns follow it to

NORTH OXFORD

9 miles from Worcester

Turn 90° right, crossing RR. at Mills Station (on left), direct on the North Oxford Road. Meeting trolley, follow until tracks leave main road; turn short right and left, straight ahead. Trolleys soon return; follow them through all cross-roads to Charlton City (15 miles). At fork farther end of village turn left, straight ahead, one stretch of State macadam to

SOUTHBRIDGE, MASS.

20 1-2 miles from Worcester

Dresser House. Faulkner House.

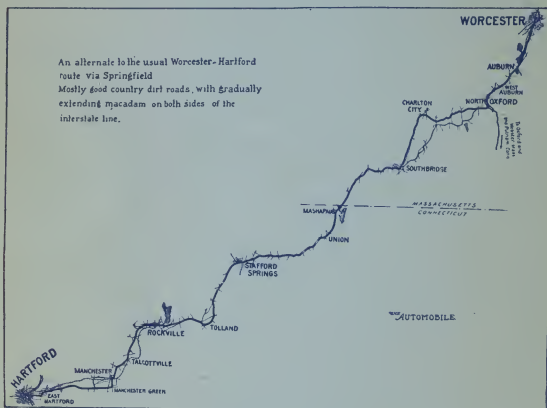
Turn right at center of town; at fork on western edge bear left winding through Westville into the Mashapaug Road, crossing interstate line to Mashapaug, Conn. (27½ miles). Direct on main road to Union (30 miles); bear right on poorer road, with some hills, to

STAFFORD SPRINGS

39 miles from Worcester

Stafford Springs House.

Go through village, shortly bearing left to Tolland (46 miles). Bear right from village, then direct, keeping on South side of Snipsic Lake



to Rockville (51 miles): The Rockville; Rockville Garage Co. Meeting trolley follow tracks west from town; at fork of tracks keep left past Talcottville sta., on left (56½ miles), to Manchester (59 miles). Turn left across RR. to

MANCHESTER "GREEN"

60 miles from Worcester

This point is situated about midway between Manchester and South Manchester.

Turn right with trolleys, keeping straight ahead with them down-grade through Burnside (66 miles) to intersection, at right angles, of Main St., East Hartford (68 miles). Turn 90° left, with car-tracks, which follow across long causeway to new stone-arch bridge, across the Connecticut River.

Straight ahead from bridge exit into Morgan St., passing freight station (on right). Turn next left into Market St., past Police Station (on right) 2 blocks to State St.; turn 90° right up State St. to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

70 miles from Worcester

For hotels, garages, city map and various diverging routes, see title page, Hartford Section, page 213.

Worcester Section, Route No. 12

WORCESTER TO ATHOL, MASS.—39 MILES*Via Barre and Petersham; route map page 391*

From Main St., business center, go west on Pleasant St.; for connections into Pleasant St. from all parts of Worcester see city map, head of this section. Direct to Paxton (7 miles); at white church take left fork, straight ahead on the old stage road to Long Pond (11 1-2 miles). Take left fork, through all cross-roads to Colebrook Springs (17 1-2 miles); numerous curves on State macadam to

BARRE

21 1-2 miles from Worcester

Take diagonal road across "Common" to large wooden signboard, where take left fork to Petersham (30 1-2 miles). Thence straight ahead by churches and stores to end of road just after passing Lake Ellis; turn 90° left direct with trolley into

ATHOL

39 miles from Worcester

RETURN ROUTE ATHOL TO WORCESTER—39 MILES

Follow trolley from business center of Athol, under RR. bridge and up long hill; at top of grade take right fork (sign-board) to Petersham (8 1-2 miles). Continue on main-traveled highway through the town; pass churches and stores, taking left at fork 1-2 mile from center of village direct to

BARRE

17 1-2 miles from Athol

Continue diagonally across "Common," following macadam to Colebrook Springs (2 1-2 miles). Do not make the mistake of turning right off direct road about 2 1-2 miles out of Barre (to depot), but keep on main road through Paxton (32 miles) into Pleasant St. Straight ahead on Pleasant St. to intersection of Main St., business center of

WORCESTER

39 miles from Athol

For hotels, garages, city map and various diverging routes, see title page, this section, page 375.

**The Warner
Auto-
Meter**

**TELLS SPEED AND DIS-
TANCE WITH UNFAILING
ACCURACY.**

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



COOLEY'S HOTEL SPRINGFIELD, MASSACHUSETTS



COOLEY'S HOTEL OFFICE AND LOBBY

American and European Plans
Seventy-five Rooms
with Private Bath
All Modern
Conveniences

FIRST CLASS
GARAGE
IN CONNECTION

Reservations
Advised
Telephone, 1940

Henry E. Marsh
Proprietor

SPRINGFIELD, MASS.

MASSASOIT HOUSE

American and European Plans

Rooms, Single or in Suites, with Baths

Advance notice of arrival will facilitate

W. H. CHAPIN, Proprietor



The Worthy

Springfield, Massachusetts

The most up-to-date Hotel in Western Massachusetts. European Plan. All Modern Improvements. Rooms with Private Bath. Long Distance Telephone in each room. Cuisine the Very Best.

Headquarters of the Automobile Club of Springfield.

WM. M. KIMBALL, Manager

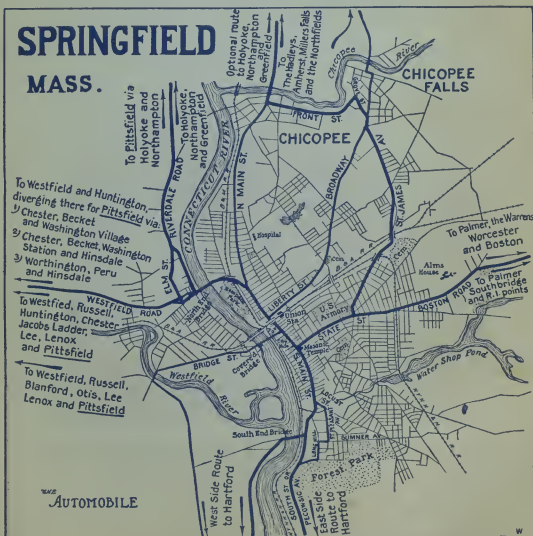
SPRINGFIELD, MASS., SECTION

SPRINGFIELD HOTELS—The Worthy; Cooley's Hotel; Massasoit House—all on Main St. in downtown business center.

SPRINGFIELD GARAGES—Norcross-Cameron Co., 57 Bridge St.; E. R. Clark Auto Co., 461 Worthington St.; Springfield Auto Co., 40 Liberty St.

ROUTES COVERED IN THIS SECTION

- | | | |
|---------|----------------|---|
| No 1. | Springfield to | Pittsfield, Mass., via Westfield, Huntington, Chester, Lee and Lenox. Connection to Stockbridge via East Lee. |
| No. 1A. | " " | Pittsfield, Mass., via Westfield, Huntington, Chester and Washington Village; alternate Becket to Pittsfield via Washington Station, Hinsdale and Dalton. |
| No. 1B. | " " | Pittsfield via Holyoke, Northampton and Cummington. |
| No. 1C. | " " | Pittsfield via Westfield, Huntington, Worthington, Peru, Hinsdale and Dalton, using parts of No. 1 and No. 1B, connected via Worthington and Peru. |
| No. 2. | " " | Palmer, Warren, Spencer, Leicester and Worcester, Mass. |
| No. 3. | " " | Hartford, Conn., using both sides of the Connecticut River. |
| No. 4. | " " | Greenfield, Mass., via Holyoke and Northampton. |
| No. 5. | " " | Greenfield via Holyoke, Amherst and Miller's Falls. |
| No. 6. | " " | Palmer and Southbridge, Mass., and Providence, R. I. |



MAP SHOWING ROUTES THROUGH SPRINGFIELD, MASS., CORRESPONDING TO DIRECTIONS FOR
ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.



Springfield Automobile Company

40 Liberty Street, Springfield, Mass.

Rear of Cooley Hotel, Opposite North Entrance to Union Station, 100 yds. East of Main St.

Agents for

STEVENS-DURYEA, LOCOMOBILE, AND BABCOCK ELECTRIC

Established September, 1900

Garage 180 ft. front, 117 ft. deep, 21060 sq. ft. ground floor space. Built expressly for the business, with all modern improvements. Good light, with night and day watchmen, and minimum fire risk. Good line of supplies. A large and well equipped machine shop with competent workmen. Prices right. Satisfaction guaranteed. Oldest, largest and best equipped in this locality. *TELEPHONE No. 177.*



Garage of NORCROSS-CAMERON CO.

57-61 Bridge Street, SPRINGFIELD, MASS.

The largest Garage in New England outside of Boston—absolutely fire-proof—nearest the hotels—always open—every known comfort provided for our guests.

Sundries, Supplies, etc.

The Official A. A. A. Garage.

The E. R. Clark Automobile Co.

Agents for Pierce Great Arrow,
Thomas Flyer and Cadillac

Garage Open all Night

Near all Leading Hotels

461-463 Worthington Street
Telephone, 1890

Springfield, Mass.

Springfield Section, Route No. 1

SPRINGFIELD TO PITTSFIELD, MASS.—55 1-2 MILES

Via Westfield, Huntington, Chester, Lee and Lenox, to which routes No. 1 A and No. 1 B are full alternatives. A mountainous trip, ordinarily impracticable November 15th to May 1st.

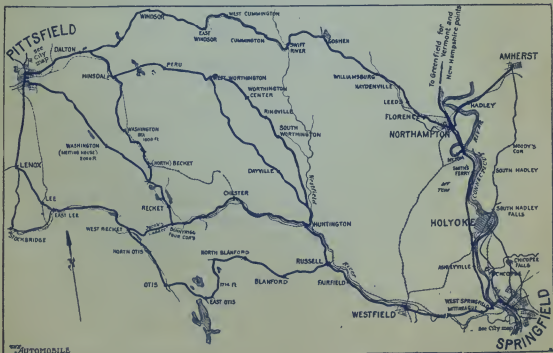
From Main St., business center, go north under R.R. tracks into North Main St., bearing left through a portion of Plainfield St.; cross North End Bridge across Connecticut River (see city map) into West Springfield. At small park turn short right (upgrade), then left with trolleys into the "Westfield Road;" thence direct with trolleys, along R.R. and valley of Westfield River to

WESTFIELD

10 miles from Springfield

Bismarck House.

At fountain, center of city, turn right into Elm—principal street—in Franklin Street (just before R.R. bridge—large tree and fountain to middle of road). Turn left into Franklin Street and follow State macadam to Fairfield (Salmon Falls on some maps), 15 miles.



MAP SHOWING THE USUAL AUTOMOBILE ROUTES BETWEEN SPRINGFIELD AND PITTSFIELD, MASS.

CURTIS HOTEL

LENOX, MASS.



OPEN ALL THE YEAR

BRICK construction. Rebuilt 1898 with an addition in 1901. Modern and comfortable. Rooms with and without bath. Elevator and electric lights. Sixty-eight open fire-places. Center of Village and of the Berkshire Hills. Elevation 1,300 feet. Charming drives in every direction. Distance from New York 140½ miles by new Official Route. Good garage nearby.

WILLIAM D. CURTIS, Proprietor.

Keep direct up the valley to Russell (18 miles). At the library building turn 90° left, and then right. Continue on State Highway (many turns) to Huntington (23 miles), and direct along river and RR. to

CHESTER

29 miles from Springfield

Riverside Hotel.

Pass under RR. tracks and just beyond over bridge; then keep left. One mile beyond (at sign, "To North Becket") keep right; ½ mile beyond (at sign, "To Otis"), keep left and follow along side of brook. One mile beyond climb Morey Hill (1,846 feet elevation), passing Becket (Center); then descend to

WEST BECKET

38 miles from Springfield

At sign, "Lee 9 miles," turn right and 2 miles beyond pass Greenwater Pond, on its northern bank, and continue to East Lee (33 miles). At hotel keep left and follow State Road to

LEE

35 miles from Springfield

A short detour will carry this trip through Stockbridge instead of through Lee; directions: ½ mile beyond East Lee (at trolley sub-station) turn left across the river into South Lee, thence straight ahead over State Highway to Stockbridge. At east end of the street turn north uphill by direct route to Lenox.

At Lee keep right, past Post Office, turning left at watering trough. At end of Main Street cross RR. tracks and Housatonic River; then turn right at once on State Road, passing Laurel Lake to

LENOX

49 miles from Springfield

Curtis Hotel; The Aspinwall. Morse Garage, Church St.

At monument center of village turn right up one steep hill and down several hills; State highway into South St. to small park (on right), center of

PITTSFIELD, MASS.

55 1-2 miles from Springfield

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

Springfield Section, Route No. 1A

SPRINGFIELD TO PITTSFIELD, MASS.—51 1-2 MILES

Via Westfield, Huntington, Chester, Bonnyrigg 4-Corners, and Washington Village. A mountainous trip, ordinarily impracticable November 15th to May 1st. Map on page 399.

From Main St., business center, go north under RR. tracks into North Main St., bearing left through a portion of Plainfield St., cross North End Bridge across Connecticut River (see city map) into West Springfield. At small park turn short right (upgrade), then left with trolleys into the "Westfield Road," thence direct with trolleys, along RR. and valley of Westfield River, to

WESTFIELD

10 miles from Springfield



Map of principal automobile routes into, through and out of Westfield, Mass.

At fountain, center of city, turn right into Elm—principal street—to Franklin Street (just before RR. bridge—large tree and fountain in middle of road). Turn left into Franklin Street and follow State macadam to Fairfield (Salmon Falls on some maps), 15 miles.

Keep direct up the valley to Russell (18 miles). At the library building turn 90° left, and then right. Continue on State Highway (many turns) to Huntington (23 miles), and direct along river and RR. to

CHESTER

29 miles from Springfield

Riverside Hotel.

Bear left and ascend Walker Brook (State Road with sharp turns), to Bonnyrigg 4-Corners (33 miles). (For Lenox—16 miles—and Pittsfield—22½ miles—via "Jacob's Ladder," continue direct uphill and join Route No. 1 at West Becket.)

From Bonnyrigg 4-Corners, turn 90° right, pass Becket Center (34½ miles). Bear right and at fork 2 miles beyond, bear left. At foot of descent to bridge turn 90° right and follow brook 1 mile to bridge. Do not cross (to North Becket), but turn 90° left, ascending gradually to

WASHINGTON VILLAGE

42 1-2 miles from Springfield

Continue direct past Meeting House (elevation 2,040 feet), descend long hill and follow main road to eastern edge of Pittsfield. At fork bear right into Elm St., to bridge over east bank of Housatonic River. Bear right across bridge, straight ahead immediately beyond into East St., direct to North and South Sts., center of all routes through

PITTSFIELD

51 1-2 miles from Springfield

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

Alternate (North) Becket to Pittsfield via Hinsdale and Dalton

State Road projected over this line, which has lighter grades than the route already given via Washington Village; but some of the roads East of Hinsdale are in poor condition. A practicable run, however, 5 miles longer than the above.

As given from Chester (29 miles) to Bonnyrigg 4-Corners (33 miles) and past Becket Center (34½ miles) to North Becket (38½ miles). Do not cross RR., but turn 90° left, cross tracks at grade, following same 1½ miles. Then turn sharp 90° left under tracks and at next fork take right fork past

WASHINGTON

42 miles from Springfield

(Station, not Washington village, see map page 399.)

(Elevation 1,600 feet at station, as against 2,040 at village.) Follow straight road and 1½ miles beyond station take right fork; approaching RR., cross tracks to right (by bridge). At next cross-road turn left into Hinsdale (46½ miles). Turn 90° left into State Road, which follow to

DALTON

50 1-2 miles from Springfield

Continue through on State Road and direct along trolley tracks, running from Dalton Ave. by right turn into Tyler St., to intersection of North St., at Hospital. Turn left on North St., direct to small park at North, South, East and West Sts., center for all routes through

PITTSFIELD

56 1-2 miles from Springfield

(Via Alternate Route)

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

SPRINGFIELD TO PITTSFIELD, MASS.—60 MILES

Via Holyoke, Northampton, Cummington, Windsor and Dalton. A mountainous trip, ordinarily impracticable November 15th to May 1st. Map on page 399.

From Main Street, business center, proceed under RR. arch into North Main Street, turning left through a portion of Plainfield Street to "North End Bridge." Cross bridge (with trolleys) over Connecticut River into West Springfield, and turn right on the through road up the west side of river.

At fountain, 4 miles above West Springfield, take left fork (right fork, with trolleys make detour to Holyoke in eastern bend of river). A short distance beyond cross RR. (danger) and straight north into Northampton Street, which skirts the western edge of Holyoke in a nearly direct line.

Pass Mt. Tom (on left) and keep direct road, following RR. and river past Smith's Ferry (on right) and Mt. Tom (P. O.) on left, direct to lower edge of Northampton. Cross bridge over Mill River and bear oblique left through Pleasant Street to intersection of Main Street (near depot), business center (city map page 413),

NORTHAMPTON

18 1-2 miles from Springfield

Draper Hotel. Northampton Garage Co., Pleasant St., next to P. O.

Continuing the trip toward Pittsfield, go west on Main Street, following trolley—several turns in road—through Elm Street to western edge of town; at fork, where trolley turns right, keep straight ahead, and shortly right into South Main Street,

FLORENCE

21 1-2 miles from Springfield

After grade crossing take right fork and proceed through Haydenville, then follow RR. to Williamsburg (20½ miles). At end of trolley bear left and ascend direct by State Road to Goshen (31½ miles). At end of village turn 90° left and descend winding road to Swift River (35½ miles). Continue on north bank of Westfield River, crossing into

CUMMINGTON

38 miles from Springfield

Union House.

Proceed on south bank, crossing once to north bank and ascend Valley through West Cummington (43 miles) to East Windsor (45 miles). Here follow State Road and ascend direct to Windsor (48 miles), 2,020 feet elevation. Descend, bearing at first to the left, to intersecting road . miles from Windsor; here right direct to

DALTON

54 miles from Springfield

Continue direct through by State Highway; at intersection of trolley pass to right of Dewey House and proceed direct over RR. bridge to Hospital, Tyler and North Streets. Turn left down North Street to small park, center of

PITTSFIELD

41 1-2 miles from Northampton

60 miles from Springfield

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

SPRINGFIELD TO PITTSFIELD, MASS.—58 MILES.

Via Westfield, Huntington, Worthington, Peru and Hinsdale, using parts of No. 1 and No. 1B, connected via Peru. Map on page 399.

From Main St., business center, go north under RR. tracks into North Main St., bearing left through a portion of Plainfield St. Cross North End Bridge over Connecticut River into West Springfield. At small park turn short right (upgrade), then left with trolleys, into the "Westfield Road." Direct with trolleys, along RR. and valley of Westfield River, to

WESTFIELD

10 miles from Springfield

Bismarck House.

At fountain, center of city, turn right into Elm—principal street—to Franklin St. (just before RR. bridge—large tree and fountain in middle of road). Turn left into Franklin St. and follow State macadam to Fairfield (Salmon Falls on some maps), 15 miles. Keep direct up the valley to Russell (18 miles). At the library building turn 90° left, and then right. Continue on State Highway (many turns) to

HUNTINGTON

23 miles from Springfield

At park turn right and cross RR., taking the "River Road" north through covered bridge; at once turn left and $\frac{1}{2}$ mile beyond take left fork. 2 miles beyond, take left fork and 2 miles farther cross river and keep River Road straight ahead over iron bridge to South Worthington (32 miles). Turn immediately left, and $\frac{1}{2}$ mile out cross river twice at Ringville, 34 miles. Bear left at fork to

WORTHINGTON CENTER

37 miles from Springfield

At fork just beyond, take left and continue straight ahead for about one mile, where turn left at large square white house. 2 miles beyond at fork, schoolhouse in center, turn left and continue through four corners, West Worthington (40 $\frac{1}{2}$ miles) to Peru (43 $\frac{1}{2}$ miles). Here bear slightly right down mountain between two small lakes to

HINSDALE

48 miles from Springfield

*The map also shows an alternate line from Huntington through Dayville and North Chester to West Worthington to Peru and Hinsdale—a trifle shorter than through Worthington Center.

Turn 90° left into State Road, which follow to Dalton (52 miles). Continue through on State Road and direct along trolley tracks, running from Dalton Ave. by right turn into Tyler St. to intersection of North St. at Hospital. Turn left on North St. and direct to small park at North, South, East and West Streets, center for all routes through

PITTSFIELD

58 miles from Springfield

For hotels, garages, city map, and various diverging routes, see title page, Pittsfield section, page 419.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

SPRINGFIELD TO WORCESTER, MASS.—51 MILES

Main thorofare via N. Wilbraham, Palmer, Warren, the Brookfields, Spencer and Leicester. State macadam greater part of way, and gradually extending over the rest.

FOR THIS AND OPTIONAL EXITS, SEE SPRINGFIELD CITY MAP PAGE 397

(Hartford-Worcester through trips without stop in Springfield join this route at Masonic Temple corner, Main and State Sts., picking up the following schedule at 1-2 mile in the first paragraph; this saves going down to and returning from the business center.)

MILEAGES
Total Intermediate

0 0

SPRINGFIELD, RR. viaduct, Main St., business center.

Start nearly south on Main St. through business district to State St. (1-2 mile—Masonic Temple on S. E. corner); turn left on State St., following trolleys upgrade past U. S. Armory (on left—1 M). At fork end of government grounds (1.3 M), keep right on State St., but at Winchester (small) park in fork (1.8 M), keep left—straight ahead—crossing RR. tracks (2 M).

Continue on State St. with trolleys to fork in front of St. Michael's Cemetery (on right—3.5 M); here (electrics take left for Indian Orchard), keep straight ahead on the "Boston Road" (signs) direct through 5-corners (6.1 M). Curve right (7.2 M—caution at speed); 2.6 miles beyond (9.8 M) curve right along pond and immediately left, bearing left with trolleys at fork (10 M) past depot (on left—10.2 M), N. Wilbraham.

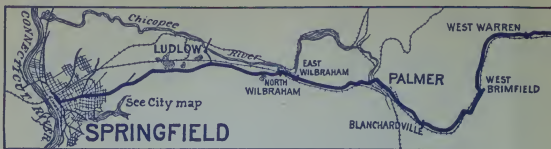
Caution just beyond (10.3 M) for 90° left turn under RR. and immediately right along north side of tracks; where car-tracks cross to right (12 M) run straight ahead on stretch of sandy and poor road (1907). At fork (12.4 M) keep right (left goes uphill); slow down for old wood bridge (14.4 M), curving right with trolleys (14.5 M) under RR. (14.6 M) direct into the main street of

15.7 15.7 PALMER, RR. station on right at business center.

Opposite RR. station (on right), turn 90° left on Central St. one long block and first right (15.8 M—stone church on N. W. corner), straight ahead on fine macadam. Slow down for dangerous turn under RR. (17.2 M), with another dangerous turn under RR. (17.6 M); then straight ahead past RR. bridge and good macadam road forking right (18.4 M—connection to Brimfield Center and Southbridge).

HARRIS
(REGISTERED)
OILS

On the Thomas Flyer and Thomas Forty, Wm. Knipper, of the New York agency, writess "Harris Oil is superior to any other oil he ever used."



Next 3 miles closed to travel fall 1907 for macadamizing, and distance estimated while "running around;" the following description should apply—except for exact distance—for 1908.

Continue on new State macadam (avoiding old road which forks to right short distance beyond), passing a trifle north of W. Brimfield station; thence with Quaboag River and RR. into West Warren (24.2 M). Picking up trolley at this point, follow same (avoiding numerous right and left forks) all way into center of

26.9 11 2 **WARREN**, R.R. station on right.

Leaving town (27 M), bear right across R.R. bridge, taking left fork immediately beyond; thence on direct road—various grades and frequent curves—over R.R. bridge (29 M). A short distance beyond (29.4 M) keep right across trolley tracks direct into village of W. Brookfield (30.3 M); **Ye Olde Tavern**.

Keep to right of park through town (30.4 M) and also right on State macadam at next fork (30.7 M); thence with



Leicester Inn Leicester, Mass.

A most convenient and desirable stopping place for Automobile Tourists.

On the Main Automobile Road between Springfield and Worcester.

Noted for its excellent service and the best of accommodations.

**Complete Garage
in Connection**

M. V. Johnston, Lessee and Mgr.

YE OLDE TAVERN

(BUILT A. D. 1760)

West Brookfield, Mass.

Kept by F. P. CLARK

Special Attention Given
Automobile & Trolley Parties

GARAGE CONNECTED

*Situated on the old Bay Path
bet. Worcester & Springfield*





trolleys into Brookfield (Hotel on left—33.1 M). Here turn right **1-10 Mile Only**, then 90° left (33.2 M) in front of church, keeping left with car-tracks at forks (33.8 M & 34.2 M) across RR. (35.9 M) into E. Brookfield (Furnace Pond over to left—36.4 M). Continue with trolley (avoiding all right and left forks), up and down several grades into and through Main St., Spencer (39.8 M) to Leicester (44.8 M); Leicester Inn.

Pilot GARAGE

WORCESTER MASS.
185 COMMERCIAL ST. JUST OFF FRONT ST.



THE ONLY UP TO DATE FIRE PROOF GARAGE
IN THE CITY. OPEN ALL NIGHT NEAREST LEADING HOTELS
Pilot GARAGE & SUPPLY CO.

The Incomparable **WHITE** The Car for Service

White Garage in Worcester, 203 Commercial St.

Where car-tracks turn left, run straight ahead down-grade; picking up trolleys again at foot of hill (45.3 M), follow same without turn all way into Main St., Worcester. Pass Clark University (on left—49.6 M) and **Hotel Standish** (on right—50.4 M), direct on Main St. to City Hall (on right-hand corner).

51 24.1 WORCESTER, Main & Front Sts., business center.

For hotels garages, city map, and various diverging routes, see title page Worcester section, page 375.

Springfield Section, Route No. 3

SPRINGFIELD TO HARTFORD, CONN.—TWO ROUTES

The most-used single route between these two cities is from Springfield down the East side of the Connecticut River through Longmeadow to Warehouse Point, crossing the toll-bridge there to Windsor Locks on the West side; thence South through Windsor. Good roads, mostly level, and picturesque scenery all the way, with fair speed practicable throughout the run.

1. *Via Longmeadow, Warehouse Point, Windsor Locks and Windsor—27 miles*

From business and hotel center go down Main St., following trolleys about 1 mile to fork (iron post with two signs set in curbing). Bear right* (leaving car-tracks), winding on new level macadam through South Main St. into South St. At fork just below keep left—straight ahead—more fine macadam, signs "Pecowsic Ave."

Pass South End bridge (on right) and small sawmill (on left), coming closer to both river and RR. In front of gates to Forest Park trolleys come in from the left;† follow tracks around long "S" curve. Continue upgrade on direct road, keeping to right of long narrow park bordered by rows of fine elms,

LONGMEADOW, MASS.

5.5 miles from Springfield

*For a somewhat longer exit with several grades, but fine views, go straight ahead with trolley upgrade on Locust St. one block; at brick factory (on right), turn diagonally right into Ft. Pleasant Ave., more upgrade. At church, top of hill, turn right into Sumner Ave. and first left into Longhill St. Take next right downgrade, following trolley to South St.—Pecowsic Ave. in front of Forest Park; here join the route already given where marked.†

Continue direct with car-tracks—several curves and light grades—past trolley transfer station at State Line Grove. Narrower road, mostly good; where trolley turns right (for Thompsonville), keep straight ahead, passing between churches at Enfield: **Hazard Hall**. Go through; at "T" in road, sign "Warehouse Point," turn right, following trolley downgrade past freight house and depot (on right) to "Green,"

"YOU GET WHAT
YOU PAY FOR."—
WARNER.

See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



WAREHOUSE POINT

16 miles from Springfield

Soltonstall Inn.

Turn 90° right across Suspension bridge over Connecticut River; toll 15 cents to 25 cents (sign, "No Trust.") Straight ahead from bridge exit over RR. tracks at grade, turning immediately left down the main street of Windsor Locks (17 miles). Pass brick church and Memorial Hall (both on right), shortly crossing trolley and RR.

Gradually leaving the Connecticut River (on left) follow main road—narrow and sandy in spots, some macadam—through covered wood bridge across the Farmington River. Go over trolley tracks just beyond, slowing down for very sharp, hidden right turn under RR. with narrow passageway used also by electrics. Follow single-track trolley along RR. (on left), running along right side of "Green,"

WINDSOR

22 miles from Springfield

Straight ahead through town, with trolleys, several curves but direct, meeting asphalt on Windsor Ave., Hartford.* At end of Avenue* (stone fountain on right), turn left on Main St. direct to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

27 miles from Springfield

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

*On quick through trips to New Haven or Waterbury (or intermediate points), see city map page 213 for short-cut from Windsor Ave., through either High or Trumbull St. to Asylum St. (saving some distance and cutting out the crowded business center).

2. *Optional Route, all way on East Side*

This route is identical with No. 1, which see for full running details, from Springfield through Longmeadow (5½ miles). Continue on main highway past Thompsonville (over to right), to "T" in road (15 5 miles); here (where right leads down to Warehouse Point village and toll-bridge), *keep straight ahead*.

Cross Warehouse Point-Rockville trolley and keep straight ahead through next 4-corners. Descend grade to small bridge and continue over poorer road, shortly meeting trolleys (coming from right). Direct and unmistakable, one sharp downgrade (small bridge at bottom) into and through East Windsor and E. Windsor Hill, both small places.

Continue on excellent wide macadam into East Hartford (occasional autotraps in operation). Cross RR. tracks at grade (depot on right), straight ahead to greenhouses (on right) and white church (on left). Turn 90° right, with car-tracks, which follow across long causeway to new stone-arch bridge across the Connecticut River.

Straight ahead from bridge exit into Morgan St., passing freight station (on right). Turn next left into Market St., past Police Station (on right) 2 blocks to State St.; turn 90° right up State St. to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

27 miles from Springfield

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

3. *Optional Route, all way on West Side*

From business and hotel center go down Main St., following trolleys about 1 mile to fork (iron post with two signs set in curbing). Bear right (leaving car-tracks), winding on new level macadam through South Main St. into South St.* At fork just below keep left—straight ahead—more fine macadam, signs "Pecowsic Ave."* to South End Bridge.

*Vast improvements in the "South End" of Springfield ought to make this exit one of the finest drives in the United States. One of the projects is to move the RR. tracks to the opposite side of the river and make a boulevard from the business center to Forest Park and the Longmeadow Road.

Turn 90° right across Connecticut River and immediately left, down west side of same, with trolleys most of way, on fair-to-good dirt road. Continue direct across RR. at freight house, passing depot (on left) into the main street of

WINDSOR LOCKS

17 miles from Springfield

Straight ahead through town, crossing trolley and RR. just below into narrower road, sandy in spots along Connecticut River. Continue

AMERICAN OR EUROPEAN PLAN

Hotel Hamilton Holyoke, Massachusetts

G. H. BOWKER & CO.

Good Rooms and Excellent Table

Two Garages Nearby

*The nearest First-class Hotel to
Mount Tom and Mt. Holyoke
College*

SPECIAL ATTENTION PAID AUTO PARTIES

—some macadam—to and through covered wood bridge across the Farmington River, going over trolley tracks just beyond. Slow down for very sharp, hidden right turn under RR. with narrow passage-way used also by electrics. Follow single-track trolley along RR. (on left), running along right side of "Green,"

WINDSOR

22 miles from Springfield

Straight ahead through town, with trolleys, several curves but direct meeting asphalt on Windsor Ave., Hartford.* At end of Avenue* (stone fountain on right), turn left on Main St. direct to City Hall and P. O. (Main, Asylum and State Sts.), business center of

HARTFORD

27 miles from Springfield

*On quick through trips to New Haven or Waterbury (or intermediate points), see city map page 213 for short-cut from Windsor Ave. through either High or Trumbull Sts. to Asylum St. (saving some distance and cutting out the crowded business center:)

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

Springfield Section, Route No. 4

SPRINGFIELD TO GREENFIELD, MASS.—36.9 MILES

All way on west side of the Connecticut River, via W. Springfield, Northampton and the Deerfields; with options (1) Northampton to S. Deerfield via the extreme river road, (2) via city of Holyoke.

FOR THIS AND OPTIONAL EXITS, SEE SPRINGFIELD CITY MAP, PAGE 397

(State macadam, alternating with fair-to-good dirt road,

MILEAGES
Total Intermediate

0 0

practically throughout.)

SPRINGFIELD, RR. viaduct, downtown business center.

Start nearly north on Main St., following double trolleys to fork of streets and car-tracks (5-10 M); here take left on Plainfield St. over RR. bridge (8-10 M) to and across North End Bridge over Connecticut River (1.1 M) into West Springfield. **Immediately** after crossing bridge (1.3 M—leaving trolleys straight ahead), turn 90° right on good macadam road close to river; picking up car-line again (from left—2.1 M), follow same, 3.8 miles to fork (5.9 M).

Here right fork, with trolley, leads into Holyoke—**HOTEL HAMILTON**; see local map, page 413, for optional route into, through and out of Holyoke, either into this route again or to points on west side of river.

Leaving car line to right, keep left on main road—caution for 90° left turn under RR. at Ingleside station (6.6 M) and immediately right, crossing trolleys at right angles (7.8 M). Thence on main road skirting the outer edge of Holyoke in practically a direct line; picking up car-tracks (from left—8.6 M), follow same 1.7 miles to fork, where trolleys take left (10.3 M).

Continue straight ahead, meeting trolleys again (12.2 M); pass Smith's Ferry station (on right—12.5 M), curving left near Mt. Tom station and immediately right over

NORTHAMPTON, MASS.

**The
Draper Hotel**

Headquarters for Automobile Tourists



**Two minutes' walk from Smith College and Theatre
One hundred and fifty rooms, forty
with private bath**

FIREPROOF GARAGE NEAR HOTEL

American and European Plan

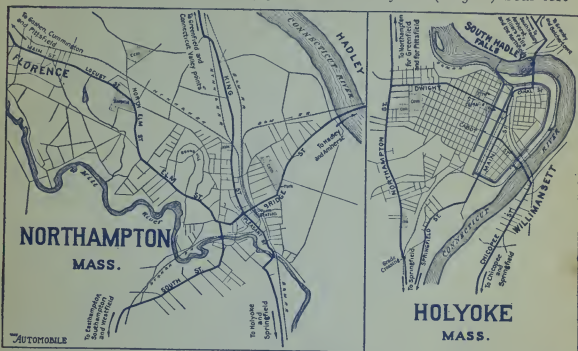
CHAS. H. BOWKER & CO., Proprietors

RR. (14.6 M) and iron bridge (14.7 M). 1.7 miles beyond (16.4 M), turn 90° right with car-tracks across iron bridge (16.6 M) and immediately 90° left under RR. (16.8 M) on Pleasant St. to business center of

17 17 **NORTHAMPTON**, Pleasant, Main & King Sts.

Draper Hotel. Northampton Garage Co., Pleasant St., next to P. O.

Straight ahead across Main St. into King St. and direct out under RR. (17.5 M); 1 mile beyond (18.5 M) bear left



Hugh McLeod, President Leo. H. Porter, Sec'y and Treas. G. F. Hillman, Manager,

Northampton Garage Co.

Incorporated under the laws of the State of Massachusetts

Pleasant
Street

Northampton, Mass.

Next to
Post-Office



Auto Repairing, Tire Vulcanizing and Auto Supplies

AGENCY FOR FIRST CLASS CARS

ONLY FIREPROOF GARAGE IN THE CITY

over RR. bridge and immediately turn right to fork* of roads and trolleys (19.6 M*). Take left, direct on main road (car-line ends—19.9 M); at fork 2.4 miles beyond (22.3 M) keep to right over small bridge (22.7 M), curving immediately right under RR.

ALTERNATE TO DEERFIELD: for the extreme River Road (see map), take right with trolleys (19.6 M) direct to Hatfield village. There turn left and keep north along river through tobacco-growing region, with no towns above Hatfield, bearing left at foot of Sugar Loaf Mountain into the main road again at S. Deerfield—about 1 1-2 miles longer.

Continue on main road—sandy and poor in spots—swinging left under RR. (24.9 M) and immediately right; thence direct through (1) cross-roads (25.5 M) and (2) 4-corners with iron watering trough (26 M—connection between E. Whately, on river, and Whately Center, 8-10 miles west). 1 7-10 miles beyond turn sharp right under RR. (27.7 M) and immediately left, crossing RR. (grade—28.1 M), meeting trolley again at central 4-corners S. Deerfield (28.5 M).

Thence with car-tracks on main road across bridge over RR. (29.8 M); 1 7-10 miles beyond turn sharp left under RR. (31.5 M) and immediately right. Direct 7-10 mile, where (leaving trolleys straight ahead) turn right over RR. bridge (32.2 M), with sharp left and immediately right under RR. (32.9 M).

Picking up trolleys immediately beyond follow them, turning 90° right at lower end of village (33.1 M), straight ahead through the main street of Deerfield (33.7 M). Continue with car-tracks, passing under RR. trestle (35.4 M); as trolleys bear slightly left for separate bridge over Deerfield River, slow down for left turn through covered bridge (35.6 M).

At end of road leaving bridge, turn 90° left, picking up car-line again; follow same under RR. trestle (35.7 M), bearing right at power house short distance beyond. Thence with trolleys on macadam along Deerfield River, turning right under RR. (station overhead, to left—36.7 M), upgrade on Bank Row along east side of Common with soldiers' monument into

36.9 19.9 **GREENFIELD**, Main & Federal Sts., business center.

For hotels, garages, city map and various diverging routes, see title page, Greenfield section, page 461.

HARRIS
(REGISTERED)
OILS

On the trip New York to Chicago, Matheson car, Kelsey writes of the great satisfaction the Light Oil gave, thermometer ranging 10-15 above zero most of the time.

SPRINGFIELD TO GREENFIELD, MASS.—47 MILES

Via Holyoke, South Hadley Falls, Amherst and Miller's Falls, all the way on East side of Connecticut River. Optional routes Springfield to Holyoke via Chicopee and Chicopee Falls.

Follow Route No. 4 (which see for full running detail) to fountain 4 miles above West Springfield (5 miles from Springfield). Here (where direct Northampton route bears left), keep right, with trolleys through Springfield St., past Driving Park (on right) into Main St.,

HOLYOKE

8 miles from Springfield

Hotel Hamilton.

Connection from these routes to Mt. Holyoke :
From Springfield use Route No. 5, via West Springfield or either alternate (via Chicopee or Chicopee Falls) to Holyoke; Cross the Connecticut River to South Hadley Falls (see local map), and proceed to South Hadley Center. Here take left hand road for Hadley; after going about 3 miles, note private roadway leading to Prospect House, on Summit, $1\frac{1}{2}$ miles from the entrance.

Alternate routes, Springfield to Holyoke via (1) Chicopee and (2) Chicopee Falls

These two short connections enable the tourist to leave Springfield from the East side of the Connecticut River and join at Holyoke the route already described. As the city map shows, this may be convenient at times in connecting with the main routes to and from Hartford, Worcester, etc., which converge on the east side.

1. *Springfield-Chicopee-Holyoke.*—From Main Street, business center, go north under RR. arch into North Main St. Do not turn left on Plainfield St. (for West Springfield), but keep North Main St. direct to Chicopee Village (3 miles). Continue across bridge over Chicopee River, bearing first left, then right, with trolleys to Willimansett (opposite Connecticut River from Holyoke). Turn left across "Willimansett Bridge" and direct ahead short distance on Cabot St., to intersection of Main St.,

HOLYOKE

2. *Springfield-Chicopee Falls-Holyoke.*—From Main St., business center, go down Main St. to left turn on State St. (Masonic Temple on corner). Go out State St. past United States Armory, making left turn into St. James Ave. Go over RR. bridge, macadam to Chicopee Falls. Go through, crossing bridge over Chicopee River and direct into the Willimansett Road, to Willimansett Bridge across Connecticut River. Cross bridge into Cabot St., keeping same to intersection of Main St., center of



9 miles from Springfield

HOLYOKE

9 1-2 miles from Springfield

Hotel Hamilton.

Whichever route is used from Springfield to Holyoke, continue through city on Main Street to end of same; then right on Canal Street short distance to "County Bridge," across Connecticut River. From bridge bear right *through* Bridge Street to left turn, with trolleys through South Hadley Falls Village (10 miles).

Keep same road to South Hadley (13 miles). Keep right at fork beyond to Moody's Corner; here bear right again into the "Mountain Notch Road." Continue this road through the "Notch" (descending the grades carefully), avoiding all cross-roads to

AMHERST

23 miles from Springfield

Amherst House.

Continue due north through Amherst, passing State Agricultural College buildings (on left) about midway to North Amherst (26 miles). Avoid left fork at this place (unless going down to river; see subsequent note), keeping same road through Hillsboro (29 miles) to Montague (35 miles). Turn right at center of town and then left straight ahead, passing between Lake Pleasant (on left) and RR. Station (on right) to

MILLER'S FALLS

39 miles from Springfield

Turn square left (without crossing Miller's River), following trolley to Turner's Falls (44 miles). Keep right through town to crossing of suspension bridge over Connecticut River; then bear left on the "Turner's Falls Road," which becomes High Street. State macadam from the Turner's Falls line to Greenfield. Continue on High Street to intersection of Main Street and right into Main Street, business center of GREENFIELD

47 miles from Springfield

For hotels, garages, city map, and various diverging routes, see title page, Greenfield section, page 461

Springfield Section, Route No. 6.

SPRINGFIELD TO PROVIDENCE, R. I.—77 MILES.

Via North Wilbraham, Palmer, Sturbridge and Southbridge, Mass., Quinebaug Sta. and N. Grosvenordale, Conn., Chepachet, Harmony and Centerdale, R. I. Outline directions and approximate distances only greater part of way; maps, pages 296-297.

From Main St., business and hotel center, run South short distance to State St. (Masonic Temple) on corner. Turn left, direct out past United States Armory (on left); at small park $1\frac{1}{2}$ miles out bear left with State St. At grove (opposite St. Michael's Cemetery), keep right into the "Boston Road."

Continue direct—some grades—to sign, "Palmer 5 miles," where take left fork to North Wilbraham (11 miles). Bend left under B. & A. RR. tracks and immediately right along the Chicopee River to western edge of Palmer. Enter this place with care as the last winding downgrade has sharp turn, with narrow bridge at bottom.

PALMER

16 1-2 miles from Springfield

Continue through main street of Palmer to RR. Bridge on eastern edge of town; *do not cross over tracks*, but turn left one block to small white church. Turn right one block and one block left (to get around corner); then right and direct East on splendid State macadam. Continue, mostly along RR. tracks, for 4 miles.

At fork (where left leads to West Brimfield, for the "Warrens" and Worcester), bear right across iron bridge over RR. and Quaboag River. Continue through Fentonville, ascending hill (easy grades and State macadam) through Fosket's Mill. Gradually descending, go through all cross-roads, on right and left direct to

BRIMFIELD

24 1-2 miles from Springfield

Turn right at schoolhouse, beyond cemetery and brook; at fork just beyond turn sharp left. Follow main highway ("Sturbridge Road") through East Brimfield, Fiskdale and Snellville, all small places and close together, to Sturbridge (32 miles). Direct through, following trolley $3\frac{1}{2}$ miles to

SOUTHBRIDGE, MASS.

35 1-2 miles from Springfield

Continue on same road with trolley to Saundersdale (37 miles), where turn right under R.R., and then sharp left, following south of RR. and through West Dudley (Mass.) to Quinebaug station, Conn. (42 miles). Continue in same general direction, direct road to North Grosvenordale (47 miles).

Follow main road through Thompson and over State line to Chesham, R. I. (62 miles), and State macadam to Harmony (66 $\frac{1}{2}$ miles). Go through small villages of West Greenville, Greenville and Granitville, crossing RR. to Centerdale (72 miles). Follow trolley direct into and through Smith St. to State Capitol; turn right down Francis St., under Union Station and across Square, to City Hall,

PROVIDENCE, R. I.

77 miles from Springfield

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263-264.

If there is anything wrong with the machine, don't start in and adjust everything in sight in the hope of accidentally hitting the nail on the head. Examine carefully to find the cause of the difficulty and do not make any alteration unless you know why you are doing it.

The **WHITE** The
Incomparable Car for Service

WHITE WINS ENGLISH DUST TRIALS

The White was awarded first prize in the "Dust Competition," held on the Brooklands Race Track in England on July 23, 1907. The result confirms the general opinion that the White Steamer raises less dust than any other car.

Pittsfield, Mass.

Located in the Very Heart of the

Berkshire Hills

HOTEL WENDELL

LUKE J. MINAHAN, PROP.



(WENDELL GARAGE ADJOINING THE HOTEL)

The only hotel amid the "Hills" conducted on the European Plan.

Service, Table d'hote and a la Carte.

Cafe open from 6 A. M to 11 P. M.

Rates: \$1.50 per day and up without bath.

\$2.00 per day and up with bath.

HOTEL WENDELL GARAGE

Agents for

Franklin, Pope-Hartford, Pierce, Stevens-Duryea, Auto-Car

ALSO FIRST CLASS LIVERY IN CONNECTION

PITTSFIELD, MASS., SECTION

PITTSFIELD HOTELS—Wendell; The Maplewood; New American.

PITTSFIELD GARAGES—Pittsfield Auto Garage, 328 North St.;

Central Auto Station, adjoining the Wendell.

ROUTES COVERED IN THIS SECTION

- | | | |
|---------|--|---|
| No. 1. | Pittsfield to Albany, N. Y.; two routes. | } Four lines to the upper West
} Side of the Hudson River. |
| No. 2. | " " Troy, N. Y.; two routes. | |
| No. 3. | " " Lenox, Stockbridge and Great Barrington, Mass., Lakeville, Conn., Millbrook, Pleasant Valley and Poughkeepsie, N. Y. | |
| No. 4. | " " Great Barrington, Mass., Hillsdale and Hudson, N. Y. | |
| No. 5. | " " Waterbury, Conn., via Great Barrington, Mass., Canaan, Norfolk, Winsted, Torrington and Thomaston, Conn. | |
| No. 5A | " " Waterbury, via Litchfield and Watertown. | |
| No. 6. | " " Danbury, Conn., Housatonic River Valley line. | |
| No. 7. | " " Hartford, Conn. (branching from No. 5 at Winsted). | |
| No. 8. | " " Springfield, Mass., via Lenox, Lee and Westfield. | |
| No. 8A. | " " Springfield, Mass., via Washington, Chester and Westfield; alternate Pittsfield to Washington via Hinsdale. | |
| No. 8B. | " " Springfield via Cummington, Northampton and Holyoke. | |
| No. 8C. | " " Springfield via Dalton, Hinsdale, Peru, Huntington and Westfield, using parts of No. 8A and No. 8B, connected via Peru. | |
| No. 9. | " " Williamstown, Mass., Bennington and Manchester, Vt. | |
| No. 10. | " " Dalton, Cummington, Deerfield and Greenfield, Mass. | |
| No. 11. | " " New York City, the "inland route," via Great Barrington, Mass., Lakeville, Conn., Millerton, Amenia, Pawling, Sodom Reservoir, Peach Lake, Bedford and White Plains, N. Y. | |



MAP SHOWING ROUTES THROUGH PITTSFIELD, MASS., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.

Pittsfield, Berkshire County, Mass.
"THE MAPLEWOOD"

American Plan

Open June 1st to November 1st



Hotel is situated on North Street, three blocks from Park (north)
Less than three minutes to Garage, one of the best in New England
Meals served after regular hours, if notified

Booklet
and
Road
Map
on
application



ARTHUR
W.
PLUMB,
Owner
and
Manager

PITTSFIELD TO ALBANY, N. Y.—52.5 MILES

"Long route," *via* Lenox, West Stockbridge, State Line, Canaan, Chatham, Valatie and Schodack Center. Connecting at either Lenox or West Stockbridge with routes from Berkshire Hills points south and southeast of Pittsfield. Map of this and the following route page 426.

Owing to changes and improvements on the shorter and ordinarily quicker line via Shaker Village, the Lebanons and Nassau (in process but incomplete, fall-winter 1907), this materially longer way is likely to be the most-used between Pittsfield and Albany, at least during the early part of 1908. Hence its first place here, with the suggestion that one making a quick through trip between these points may with advantage take the route next given in the event of positive information of an open line throughout that way.

Aside from the temporary conditions already referred to, this route is principally important from the fact that it provides a line from Lenox, Stockbridge, Great Barrington, Lee, etc., to the upper Hudson Valley without going into Pittsfield at all. It may also be of interest and value in planning round trips between the Berkshires and Albany-Troy—of which the map page 426 is especially suggestive.

(For connections from Berkshire Hills points into this route at Lenox or West Stockbridge see map page 426.)

MILEAGES
Total Intermediate

0 0 PITTSFIELD, North, South, East and West Sts.

From hotel, garage or connecting route take the most convenient of the available ways shown on Pittsfield city map, page 419 into South St. Thence down South St. with trolleys, up and down several grades; excellent State macadam all way (fine views!) to

6.5 6.5 LENOX, The Aspinwall; Curtis Hotel. T. S. Morse, Garage.

Turn 90° right (west) to fork (8.2 M); here keep to right (nearly straight ahead) on west side of Lake Mahkeenac, or Stockbridge Bowl, to Interlaken (10.5 M). Again turn right, past Lake Averic to West Stockbridge (14.5 M), bearing left across RR. tracks; then take left fork just beyond to State Line (17 M).

Again cross RR. tracks, straight ahead to next grade crossing; thence direct, keeping to left through hamlets of Canaan Center and Canaan. At fork with signpost (23.5 M) take left, ascending and descending grades through New Concord (24.5 M); thence along RR. with right turn across same into

28.5 22 CHATHAM.

Avoiding left fork (for Claverack and Hudson) follow main road with telegraph poles, going through covered bridge into Valatie (32.7 M). Turn right around trolley station; thence on main road, running into the Albany Post



Use

THE WARNER AUTO-METER

which IS RIGHT and WILL REMAIN RIGHT.
Fight shy of cheap speed-indicators.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



STOP

at the

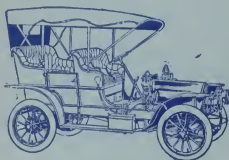
Central Automobile Station Co.

PITTSFIELD,
MASS.

ADJOINING THE HOTEL WENDELL

All facilities for proper storage and repairs.
Every convenience and comfort for Ladies and Gentlemen.
Prompt and courteous service given to everyone.

In the
Midst
of the
Berkshires



In the
Center
of the
City

SALES AGENTS IN BERKSHIRE COUNTY
for

STEVENS-DURYEA
FRANKLIN PEERLESS
PIERCE GREAT ARROW
POPE-HARTFORD

EXPERIENCED REPAIR MEN FULL LINE OF MOTOR SUPPLIES
BEST APPOINTED, OLDEST ESTABLISHED GARAGE IN
WESTERN MASSACHUSETTS

Road by reverse fork (34.7 M). Bear right through 4-corners (36.9 M), curving right through narrow passageway under RR. (37.9 M), direct on main road for next 5 miles.

Cross small bridge (42.9 M), curving left immediately beyond; at tree with signs in 3-corners (43.2 M), keep right—caution for sharp right curve (43.9 M), crossing another iron bridge (44.1 M). At fork (44.4 M) keep left again bearing left (45.4 M—road from Nassau, Lebanon Springs and Pittsfield comes in from the right), into hamlet of

45.5 17 SCHODACK CENTER, old hotel on left.

Follow good macadam through 4-corners, East Greenbush (47.1 M)—caution for bad trolley crossing (49.9 M); fine view of Albany and State Capitol from top of next grade (50.4 M). Cross RR. bridges (50.7 M & 50.9 M), direct on rough macadam past trolley station (on left—51.2 M) into Columbia St., Rensselaer.

Straight ahead with single car-track to brick pavement (51.4 M, a short block from river-front); here (Albany Auto Club sign on left), turn right on Broadway. Meeting trolleys just beyond (51.5 M), turn 90° left with same on to highway bridge (51.6 M) across the Hudson (15c, toll—pay on west side) into Albany.

At end of bridge exit (51.8 M) jog left and immediately right into S. Ferry St., straight ahead on stone-block pavement to end of same at S. Pearl St. (52.1 M). Turn 90° right on S. Pearl St., with trolleys, direct to intersection of State St. (about midway between State Capitol and lower business center),

52.5 7 ALBANY, State and Pearl Sts., convenient to hotels and garages.

The Ten Eyck, State St.; New Kenmore, N. Pearl St.; Albany Garage Co., 28 Howard St.; Taylor Auto Co., 35 Orange St., Garage.

Pittsfield Section, Route No. 1A

PITTSFIELD TO ALBANY, N. Y.—40 MILES

"Short route" via Shaker Village, across the Taticnic Mountain and through the Lebanons. State macadam gradually extending on the New York end, but improvements incomplete fall-winter 1907.

CAUTION—West St. direct from center of Pittsfield is a fine road for several miles, but not a through route, leading into a narrow, crooked and dangerous passage across Lebanon Mountain to Lebanon Springs. **UNDER ALL CIRCUMSTANCES MAKE THIS TRIP VIA SHAKER VILLAGE.**

(For road conditions, etc., see introductory paragraphs to the preceding route, page 421.)

MILEAGES
Total Intermediate

0 0

PITTSFIELD, North, South, East and West Sts.

From hotel, garage or connecting route take the most convenient of the available ways shown on Pittsfield city map, page 419 into South St. Thence down South St. with

Always Open

Telephone, 15

PITTSFIELD AUTO GARAGE

OFFICIAL BLUE BOOK STATION

328 North Street, Pittsfield, Mass.

IN THE HEART OF THE BERKSHIRE HILLS



TOURISTS' HEADQUARTERS

Floor Space, 30,000 Square Feet
Ground Floor Garage, 10,000 ft.
Second Floor, Repair Shop, 5,000 ft.
Sales and Show Room, 5,000 ft.
Third Floor, Storage, 10,000 ft.

Fire Proof Construction.
Capacity, 150 Cars.
Two Entrances. Elevators. Steam
Heat. Ladies' Waiting Room.
Finest Garage in United States.

A full line of Tires, Supplies and Sundries. Motor Cars sold, exchanged and rented. Manufacturing Agents for the Leading Automobiles. Electric Charging and Air Pressure. Complete new Machine Shop. Expert Mechanics. Location central, one block from The New American and Maplewood Hotels.

The Only Garage on the Principal Business Street



trolleys 2-10-mile only to West Housatonic St.; turn right, taking left fork with trolleys (4-10 M).

Continue under RR. (9-10 M). keeping left at fork just beyond, crossing small bridge (1.2 M); at fork immediately ahead, keep right. Thence direct through Shaker Village, gradually bearing right up and down the Tatonic Mountains (many curves), intersecting the Lebanon Springs-Albany Road at fork with signs near

10 10

LEBANON SPRINGS. (*For the old-time resort turn right 1-2-mile, returning same way.*)

Turn sharp left, following course of Rutland RR. through New Lebanon, New Lebanon Center and West Lebanon (all small places, close together). Continue direct across RR. at Brainard station (19 M) to fork about 1 mile beyond; here (20 M)* take left* through hamlet of Riders Mills to right turn across Kinderhook Creek at Malden Bridge (23 M).

*Straight ahead is what was formerly a narrow and poor, but short dirt road to Nassau—possibly improved by summer 1908; do not take, however, unless known about in advance.

Short distance beyond Malden Bridge, turn right following main road to town pump at fork of 5-roads, village of Nassau (27 M). Bear left across trolley tracks direct and unmistakable, running into the Albany Post Road (32.9 M), entering hamlet of

THE NEW AMERICAN

Cor. North Street and Columbus Avenue
(OPPOSITE GARAGE)



Terms \$2.50 to \$3.50 American, Plan

PITTSFIELD - - - - MASS.

PLUMB & CLARK, Proprietors.

33 23 SCHODACK CENTER, old hotel on left

Follow good macadam through 4-corners, East Greenbush (34.6 M)—caution for bad trolley crossing (37.4 M); fine view of Albany and State Capitol from top of next grade (37.9 M). Cross RR. bridges (38.2 M & 38.4 M), direct on rough macadam past trolley station (on left—38.7 M) into Columbia St., Rensselaer.

Straight ahead with single car-track to brick pavement (38.9 M, a short block from river-front); here (Albany Auto Club sign on left), turn right on Broadway. Meeting trolleys just beyond (39 M), turn 90° left with same onto highway bridge (39.1 M) across the Hudson (15c toll—pay on west side) into Albany.

At end of bridge exit (39.3 M) jog left and immediately right into S. Ferry St., straight ahead on stone-block pavement to end of same at S. Pearl St. (39.6 M). Turn 90° right on S. Pearl St., with trolleys, direct to intersection of State St. (about midway between State Capitol and lower business center),

40 7 ALBANY, State and Pearl Sts., convenient to hotels and garages.

The Ten Eyck, State St.; The New Kenmore, N. Pearl St. Taylor Auto Co., 35 Orange St., Garage; Albany Garage Co., 28 Howard St.



This small but comprehensive map shows the principal routes from Pittsfield, Mass., to both Albany and Troy, N. Y., in their proper geographical relation.

PITTSFIELD TO TROY, N. Y.—TWO ROUTES

While not so much traveled as Route No. 1 between Pittsfield and Albany, these are both practicable routes and make very interesting alternative runs between the Berkshire Hills and the upper Hudson River. Round trips between Pittsfield and Albany and Troy, using either this or the preceding route, or both, can easily be made in a day, irrespective of the intervening grades, either way.

1. *Scenic route via Hancock and Stephentown—35 miles*

From junction of North, South, East and West Streets, center of city, go up North Street, taking left fork at Hospital into Wahconah Street (see city map). Continue about 1 mile with trolleys, taking left fork at sign post. Two miles beyond turn left to cross Causeway over Lake Onota, and right immediately beyond.

Ahead $1\frac{1}{2}$ miles, then turn left, ascending by good grade to Summit of Potter Mountain (2,000 feet altitude and splendid view). Descend with care over winding road for 2 miles to Hancock (10 miles). At corner store take left fork, continuing directly west across interstate line; then take right fork (ignoring all cross roads) to

STEPHENTOWN, N. Y.

13 miles from Pittsfield

Cross Rutland RR. tracks, keeping on main through road to Stephentown Center ($15\frac{1}{2}$ miles); here turn left and ascend ridge to West Stephentown. Descend to Alps ($21\frac{1}{2}$ miles) and continue to

GLASS HOUSE

24 miles from Pittsfield

(On Glass Lake)

Pass hotel (on left), straight ahead $\frac{3}{4}$ mile to Sand Lake P. O. (also on left); at P. O. take sharp left. Ahead 1 mile, turning first right on main road through Wyantskill (31 miles). Same road continues through Albia hamlet, becoming first Pawling Avenue, then Congress Street, direct to business center (city map page 106),

TROY, N. Y.

35 miles from Pittsfield

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

2. *Via "The Lebanons" and East Nassau*

CAUTION.—West St. direct from center of Pittsfield is a fine road for several miles, but not a through route, leading into a narrow, crooked and dangerous passage across Lebanon Mountain to Lebanon Springs. UNDER ALL CIRCUMSTANCES MAKE THIS TRIP VIA SHAKER VILLAGE.

(This is an entirely different route from the one already given until junction with it about 13 miles east of Troy.)

MILEAGES
Total Intermediate

0 0 PITTSFIELD, North, South, East and West Sts.

From hotel, garage or connecting route take the most convenient of the available ways shown on Pittsfield city map, page 419 into South St. Thence down South St. with trolleys 2-10 mile only to West-Housatonic St.; turn right, taking left fork with trolleys (4-10 M).

Continue under RR. (9-10 M), keeping left at fork just beyond, crossing small bridge (1.2 M); at fork immediately

HOTEL ASPINWALL

LENOX, MASS.



This is an especially attractive hotel for automobilists, and is extensively patronized by touring motorists. The roads of the Berkshire Hills, are of the finest description, offering superior attractions for tourists. Hotel Aspinwall has a commodious and thoroughly equipped garage with capable service and expert mechanics.

The Aspinwall is 150 miles from New York and the same distance from Boston, situated in the heart of the beautiful Berkshires, on an eminence 1460 feet above the level of the sea. It has a salubrious climate of pine laden air, pure water and a grandeur of scenic surroundings almost unrivalled.

O. D. SEAVEY.

Absolutely fire proof and complete
in every detail.

The best repair shop and mechanics
in western Mass.

MORSE GARAGE

O. R. HUTCHINSON, Proprietor.

Automobile Supplies

of every description and of best quality. Our aim is to give perfect service, and at prices that are absolutely right. Gasoline Touring Cars and Electric Pleasure Vehicles for immediate delivery.

TOURING CARS FOR RENT
LONG DISTANCE TELEPHONE

OFFICIAL STATION
AMERICAN MOTOR LEAGUE

CHURCH STREET, LENOX, MASS.

OFFICIAL A. A. A. AUTOMOBILE BLUE BOOK STATION

Only Fireproof Building in Town. Competent Mechanics always in attendance

WOOKEY'S GARAGE

PINE STREET

Stockbridge, Mass.

AUTOMOBILE SUPPLIES

Repairing, Storing and all Accessories. We aim to give Perfect Service and our Prices are Right. High Grade Gasoline and Lubricants.
Touring Cars for Rent.

Telephone 64-5

H. P. WOOKEY.

ahead, keep right. Thence direct through Shaker Village, gradually bearing right up and down the Tatonic Mountains (many curves), intersecting the Lebanon Springs-Albany Road at fork with signs near

10 10 **LEBANON SPRINGS.** (*For the old-time resort turn right 1-2 mile, returning same way.*)

Turn sharp left, following course of Rutland RR. through New Lebanon, New Lebanon Center and West Lebanon (all small places, close together). Continue direct across RR. at Brainard station (19 M); after this crossing, turn right (north) road poor in spots through East Nassau to Hoag's Corners (23 miles); here State Road is resumed, continuing to

GLASS HOUSE

28 miles from Pittsfield

(On Glass Lake)

Pass hotel (on left), straight ahead $\frac{3}{4}$ mile to Sand Lake P. O. (also on left); at P. O. take sharp left. Ahead 1 mile, turning first right on main road through Wyantskill (31 miles). Same road continues through Albia hamlet, becoming first Pawling Avenue, then Congress Street direct to business center (city map page 106),

TROY

39 miles from Pittsfield

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

Pittsfield Section, Route No. 3

PITTSFIELD TO POUGHKEEPSIE, N. Y.—78.8 MILES

Main thorofare from the Berkshire Hills to the middle Hudson River, via Lenox, Stockbridge and Great Barrington, Mass., Lakeville and Sharon, Conn., and Amenia, Millbrook and Pleasant Valley, N. Y.

(*Principally good dirt road, with gradually extending State macadam; one steep downgrade between Stockbridge and Great Barrington, Mass., and one steep upgrade at Amenia, N. Y.*)

MILEAGES
Total Intermediate

0 0 **PITTSFIELD**, North, South, East and West Sts.

From hotel, garage or connecting route take the most convenient of the available ways shown on Pittsfield city map, page 419 into South St. Thence down South St. with trolleys, up and down several grades; excellent State macadam all way (fine views!) to obelisk in road.

6.5 6.5 **LENOX.** Curtis Hotel; The Aspinwall. Morse Garage, Church St.

This route continued to Stockbridge by shortest of 3 good ways; for alternates see text following "Stockbridge."

Turn 90° left to Episcopal Church (6.7 M), where keep right on new State macadam all way past magnificent homes, gardens and fields. Bear right at fork (9.7 M); at next fork (11.2 M—Stockbridge sign), take right to end of road (12.2 M); here turn right to monument, center of

THE BERKSHIRE INN

130 Miles from New York
GREAT BARRINGTON, MASS.



First and Last stop in the FAMOUS BERKSHIRE HILLS Open May 25th to November
Garage Near ————— Auto Sheds on Grounds
CALEB TICKNOR & SON

JOHN N. EASLAND

AUTOMOBILE STATION

Storage, Repairs and Supplies

Main Street, near Berkshire Inn

GREAT BARRINGTON, MASS.

The Red Lion Inn Heaton Hall STOCKBRIDGE, MASS.

TWO FINELY APPOINTED
HOTELS in the BERKSHIRES



Convenient to garages. On direct route New York to White Mountains and Boston to the West. Automobile map furnished on application.

ALLEN T. TREADWAY
PROPRIETOR

12.5 6 STOCKBRIDGE. Red Lion Inn; Heaton Hall, Morrissey's Garage; Wookey's Garage.

ALTERNATE ROUTES LENOX TO STOCKBRIDGE: (1) Turn right at obelisk then west to fork at entrance to "Shadowbrook" (now a private residence); here turn sharp left, thence on east side of Lake Mahkeenac, or Stockbridge Bowl, over Prospect Hill to Stockbridge, 7 miles. (2) Same as No. 1 to "Shadowbrook"; at entrance to this place keep straight ahead on west side of Lake Mahkeenac, or Stockbridge Bowl through Interlaken. After passing village, continue south 1-2 mile; then turn left at 4-corners, taking next right to Stockbridge, 7 1-2 miles.

Turn 90° left between monument and Red Lion Inn over iron bridge (12.7 M) and across RR. (12.9 M); thence, direct through 4-corners with watering trough (13.4 M). At prominent fork (15 M—sign, "Great Barrington"), take right, descending short, winding grades of Monument Mountain—fine views! Keep left at foot of Mountain across trolley (16.6 M); thence with car-tracks, turning right (18.6 M) across bridge over Housatonic River (19.1 M) and immediately left into Main St.,

19.5 7 GREAT BARRINGTON, business center.

Berkshire Inn. Charles S. Taylor, Railroad St., Garage. John N. Eastland, Main St., Garage.

Continue down Main St. to next fork below Berkshire Inn, taking right at this point (20 M—numerous signs), into Maple Ave.; cross RR (20.5 M) and pass road on left. At prominent fork (22 M) take left, following main highway to end of road (23.5 M); here turn left and next right into South Egremont (23.8 M).

Curve left (sign "Lakeville"), straight ahead into the "Under Mountain Road," following this main highway without turn (and avoiding all right and left forks) for 13.5 miles to Salisbury, Conn. (37.3 M); **C. F. Wanger, Garage.** Keeping to right, continue through on main road, following general course of RR. to

39 19.5 LAKEVILLE, CONN. New Wonosco Hotel. James Stuart Co., Garage.

At lower edge of town turn left, straight ahead under RR., and direct uphill, keeping to right of church in fork; thence on main road to Hotchkiss School (large yellow buildings). Here keep left, but at fork just be-

MORRISSEY'S GARAGE

Stockbridge, Mass.

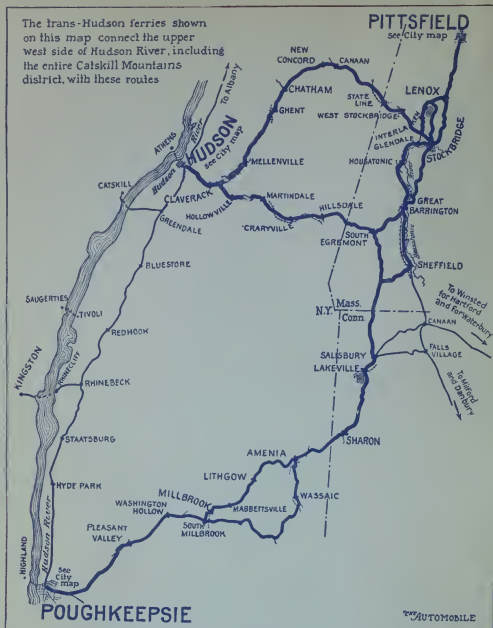
Opposite
Heaton Hall

ALL KINDS OF
SUPPLIES
and REPAIRS



Cars Rented

Convenient to Red Lion Inn and
Heaton Hall



NELSON HOUSE



POUGHKEEPSIE, N. Y.

HORATIO N. BAIN, Prop.

**Headquarters for
Automobile Tourists**

Just half way between Lenox
and New York and Albany and
New York.

On Direct Routes

See full page N. Y. State Book

Continue direct into and through Amenia (52.6 M), ascending in leaving town the steepest grade on the route (356 feet rise in one mile).

Turn left at top of grade, thence direct on main highway through hamlets of Lithgow (58.3 M) and Mabbettsville (61.4 M) to "T" in road, front of private estate ("Dietrich Place"). Here (62.1 M) turn 90° left, curving right just below between bank and general store into

62.9 23.9 MILLBROOK, Millbrook Inn.

Coming to RR. turn left over tracks direct to 4-corners at S. Millbrook, turning right (63.8 M) around Halcyon Hall (school); thence direct to prominent fork of 3-roads at Washington Hollow (67 M). Bear left on main road through covered bridge (71.4 M), crossing RR. entering (71.8 M) and leaving (72.1 M) village of Pleasant Valley.

Continue on main highway to and through prominent reverse fork on eastern edge of Poughkeepsie (77 M), picking up trolleys from left just beyond (77.2 M). Thence with car-tracks on Main St. all way to head of Market St., business center of

78.8 15.9 POUGHKEEPSIE. (Left turn down Market St. for Peekskill and New York; straight ahead one block, then right turn for Hudson and Albany.)

Nelson House, Market St., near Main; Morgan House, Main and Catherine Sts. Sague's Garage, 184 Church St.; Van Benschoten's Garage, adjoining Morgan House.

HARRIS
(REGISTERED)
OILS

"On the Frayer-Miller our heavy bodied oil not only lubricates, but does not carbonize," so says Law-well, of the Oscar Lear Automobile Co.

PITTSFIELD TO HUDSON, N. Y.

Routes connecting the Pittsfield-Poughkeepsie line with Hudson via (1) Great Barrington and (2) via Lenox and Chatham.

1. Leave Pittsfield as already given to Great Barrington (19½ miles). Go through (south) on Main Street, past Berkshire Inn to forks; where take right (Maple Avenue). At next fork keep right and ½ mile beyond left to South Egremont (24½ miles). Note sign, "To Hillsdale," ascend to top of easy pass (1,000 feet elevation), passing tollgate to

HILLSDALE

32 miles from Pittsfield

Follow general course of Harlem RR., crossing tracks three times through Craryville hamlet to Martindale (40 miles). Same road continues through Hollowville hamlet, passing fork (where route given immediately below enters) to village of Claverack (46 miles). Go through, avoiding all crossroads, to outer edge of Hudson; enter by Columbia Turnpike to Public Square and Warren St.,

HUDSON, N. Y.

50 miles from Pittsfield

Worth House, Warren St.; Lisk & Petry, 405 Diamond St., Garage.

2. Leave Pittsfield as already given to Lenox (6½ miles). At center of town turn to right, descending hill to west from Patterson Mountain; 1¼ miles beyond, at the entrance to "Shadowbrook," keep straight ahead on the west shore of Stockbridge Bowl to Interlaken. (Stockbridge, reached by short detour from this point.) At Interlaken turn right, passing Lake Averic to summit of West Stockbridge Mountain, thence into West Stockbridge (12½ miles). Cross tracks to fork at top of hill; here take left, and farther on take right fork to

STATE LINE

15 miles from Pittsfield

Go over RR. tracks to next grade crossing, keeping straight ahead and to left through Canaan Center and Canaan. At signpost 6½ miles beyond State line ("Albany 22 miles"), take left fork (right continues to East Chatham), ascending to New Concord (24 miles). Descend steep hill, downgrade for miles, avoiding all crossroads and following Stony Kill Valley, crossing B. & A. RR. tracks, into Main St.,

CHATHAM

28 miles from Pittsfield

Continue direct to Ghent; here turn right across RR. and follow general course of same (on left all way) into Mellenville (35 miles). Again turn right across RR., direct to prominent fork where the Great Barrington-Hillsdale route (just given) joins; one through highway into Claverack (41 miles). Go through, avoiding all crossroads to outer edge of Hudson; enter by Columbia Turnpike to Public Square and Warren St. (city map page 102),

HUDSON, N. Y.

45 miles from Pittsfield

Worth House, Warren St.; Lisk & Petry, 405 Diamond St., Garage.

**The Warner
Auto-
Meter**

THE ONLY SPEED INDICATOR
THAT DOES NOT BECOME
INACCURATE WITH WEAR.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



PITTSFIELD TO WATERBURY, CONN.—80 MILES

Direct route to the Naugatuck Valley via Lenox, Stockbridge, Great Barrington, Mass., Canaan, Norfolk, Winsted, Torrington and Thomaston, Conn. Map of entire route, with principal alternates, page 438.

This is the principal route from the Berkshires to western Connecticut and Long Island Sound, and approximately the first half of the through line from Pittsfield to New York via Waterbury—making a full alternate to the Pittsfield-New York route via either (1) Poughkeepsie or Hudson, or (2) the "Inland Route" through Millerton, Pawling and White Plains.

(State macadam, alternating with good dirt road practically throughout.)

MILEAGES
Total Intermediate

o o PITTSFIELD, North, South, East and West Sts.

From hotel, garage or connecting route take the most convenient of the available ways shown on Pittsfield city map, page 419, into South St. Thence down South St. with trolleys, up and down several grades; excellent State macadam all way (fine views!) to obelisk in road.

6.5 6.5 LENOX. Curtis Hotel! The Aspinwall. T. S. Morse, Garage.

This route continued to Stockbridge by shortest of 3 good ways; for alternates see text following "Stockbridge."

Turn 90° left to Episcopal Church (6.7 M), where keep right on new State macadam all way past magnificent

PROMPTNESS

RELIABILITY

RIGHT RATES

TAYLOR'S GARAGE

Great Barrington, Mass.

Official Automobile
Station

MOST COMPLETE FACILITIES FOR DIFFICULT
AND FINE MACHINE WORK OF ALL KINDS

Best Equipped Repair Shop in Western Massachusetts

EXPERT WORKMEN ALL ACCESSORIES
CARS AND CHAUFFEURS BY DAY OR TOUR
NEVER CLOSED
LONG DISTANCE TELEPHONE

RAILROAD STREET

homes, gardens and fields. Bear right at fork (9.7 M); at next fork (11.2 M—Stockbridge sign), take right to end of road (12.2 M); here turn right to monument, center of
 12.5 6 **STOCKBRIDGE.** Red Lion Inn; Heaton Hall. Wookey's Garage; Morrissey Garage.

ALTERNATE ROUTES LENOX TO STOCKBRIDGE: (1) Turn right at obelisk then west to fork entrance to "Shadowbrook" (now a private residence); here turn sharp left, thence on east side of Lake Mahkeenac, or Stockbridge Bowl, over Prospect Hill to Stockbridge, 7 miles. (2) Same as No. 1 to "Shadowbrook", at entrance to this place keep straight ahead on west side of Lake Mahkeenac; or Stockbridge Bowl through Interlaken. After passing village, continue south 1-2 mile; then turn left at 4-corners, taking next right to Stockbridge, 7 1-2 miles.

Turn 90° left between monument and Red Lion Inn over iron bridge (12.7 M) and across RR. (12.9 M); thence direct through 4-corners with watering trough (13.4 M). At prominent fork (15 M—sign, "Great Barrington"), take right, descending short, winding grades of Monument Mountain—fine views! Keep left at foot of Mountain across trolley (16.6 M); thence with car-tracks, turning right (18.6 M) across bridge over Housatonic River (19.1 M) and immediately left into Main St.,

19.5 7 **GREAT BARRINGTON,** business center.

Berkshire Inn. John N. Easland, Main St., Garage; Charles S. Taylor, Railroad St., Garage.

Leave Great Barrington direct south on Main St., passing cemetery (on right) and Fair Grounds (on left). Straight ahead across small

At the Gateway to the Berkshire Hills

"THE CANFIELD"

Canaan, Conn.

Everything New. Rooms en suite with bath. Special attention given
 Automobile Tourists

F. A. BAKER, Proprietor.

The Canfield Auto Station

Official Blue Book Station

**STORAGE REPAIRS SUPPLIES
 AUTOMOBILES FOR HIRE**

CANAAN, CONN.

Telephone, 20-4

iron bridge on main road (narrow in places, but excellent surface throughout), into Sheffield (25½ miles).

Continue through village between rows of magnificent elms, passing two white churches (on right). At fork front of the second white church (where right turn leads to Salisbury and Lakeville), keep left—straight ahead—RR. on right. Shortly cross iron bridge; at fork beyond, keep right across RR. at grade, running along marble quarry (on left),

ASHLEY FALLS, MASS.

28 1-2 miles from Pittsfield

Straight ahead to left of park, winding over two small wooden bridges below the town to another bad RR. crossing near interstate line. Continue on fine stretch of macadam along RR. (on left), direct into center of village,

CANAAN, CONN.

31 1-2 miles from Pittsfield

Canfield Inn. Canfield Auto Station.

Turn 90° left, direct ahead across RR. twice at grade. At fork, lower edge of town, keep left under RR. and along eastern side of valley, moderate grades, passing depot (on right), East Canaan (33¾ miles). Straight ahead, road unmistakable along picturesque brook with some sand stretches through West Norfolk. Follow signs, "Greenwood's Road West;" at top of grade, after crossing small bridge, *keep right*, direct upgrade to green,

NORFOLK

39 1-2 miles from Pittsfield

Norfolk Inn.

For Norfolk-Torrington cut-off, and outline of Norfolk-Litchfield line see "Alternate Pittsfield-Waterbury Route," pages 439-440.

Straight ahead to left of park, more upgrade through village, signs, "Greenwood's Road East." Pass pond (on left), through 4-corners, gradually bearing right into sandy road which extends for next 5 miles. This stretch is narrow, with some ruts, but all downgrade.

Go slow for two sharp, dangerous curves under RR., vicinity of Colebrook station, shortly winding through woods and along ravine. Pass small bridge on right, entering along upper bank of Mad River direct, through West Winsted into Main St.,

WINSTED

49 1-2 miles from Pittsfield

Winchester Hotel; Park Hotel.

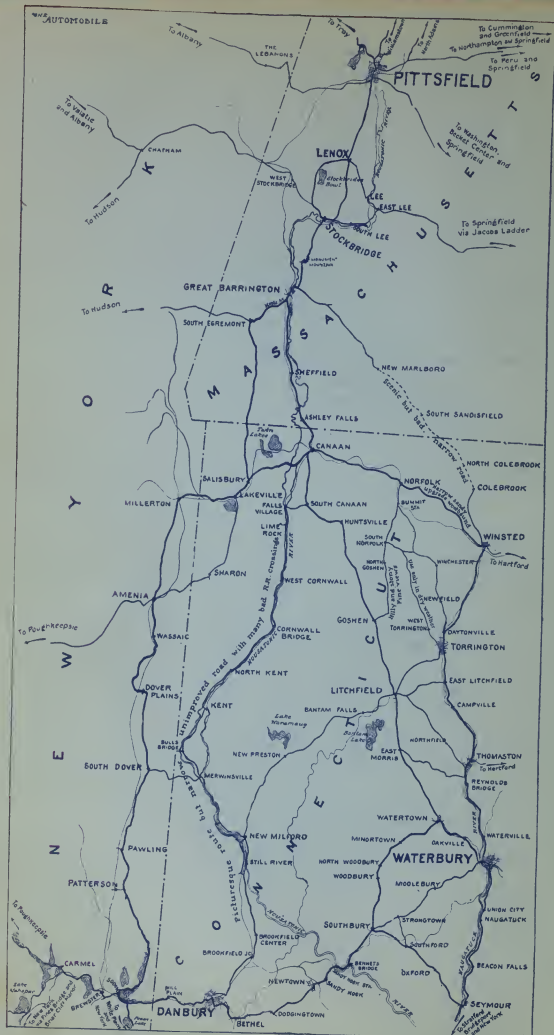
Continue on Main St. to brick factory with belfry in tower (on right); at end of factory turn sharp right over small iron bridge. Direct south on main road, passing cemetery (on left) and depot (on right), crossing RR. twice at grade. Use horn on numerous curves, winding under trolley bridges into Burrville (54 miles).

Follow general course of RR., through woods, sandy in places; meeting trolleys keep with them, crossing tracks once into Daytonville hamlet. Straight ahead with trolleys, passing large school and Library (both on left); excellent macadam to business center of

TORRINGTON

60 miles from Pittsfield

Conley's Inn. Con's Auto Station.



MAP OF PRINCIPAL AUTOMOBILE ROUTES BETWEEN THE BERKSHIRE HILLS AND WATERBURY AND DANBURY, CONN.

Direct south on main street with trolleys; when tracks stop continue straight ahead past Driving Park (on left). Road unmistakable down valley, but look out for dangerous RR. crossing; pass sign (on right), "Litchfield 4-miles" to

EAST LITCHFIELD

63 miles from Pittsfield

At white wood bridge turn sharp left over dangerous RR. crossing, over Naugatuck River and immediately right, following down east side of same through picturesque "Notch." Use horn on numerous curves through Campville to Fluteville hamlet ($67\frac{1}{2}$ miles).

Extreme caution approaching bridge just below this place; sharp right curve across river, with bad grade crossing on opposite bank. Continue down western side, narrow but good road along RR., between foothills and river. Pass stone church and fountain (on left) keeping to *right* of village park entering

THOMASTON

70 1-2 miles from Pittsfield

Direct south through village; at next fork keep left past Seth Thomas clock factory (on left). Follow down valley winding, with one bad curve between hills and river, to fork at brick factory (on left).

Keep right (leaving small bridge on left) winding to Reynold's Bridge ($72\frac{1}{2}$ miles). *Caution*: Sharp left turn across bridge with RR. grade crossing immediately beyond. Thence past small RR. station (on right) straight ahead down valley; fine views! Unmistakable on built-up road, meeting trolley entering

WATERVILLE

77 miles from Pittsfield

Straight through village past hosiery mill (on left), across iron bridge, into the Waterville Road (leaving trolleys). One mile out turn sharp left under RR. (caution) and immediately right along same, more built-up road skirting east side of Naugatuck River Valley; more fine views'

Nearing Waterbury this road winds unmistakably into Waterville St., ending at an overlook of river, at Johnson St. Turn left on Johnson St. two blocks to North Willow St., meeting trolley; then right two blocks to intersection of West Main St. Left again and straight ahead two blocks to Soldiers' Monument and the "Green," center of

WATERBURY

80 miles from Pittsfield

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.

ALTERNATES: PITTSFIELD-WATERBURY ROUTE

For the convenience of through travel the Pittsfield-Waterbury route has been first given as most-used, without reference to the various alternate lines which may be taken as opportunity offers. An excellent variety of round trips may be arranged in both directions. The following paragraphs give the most-used alternates both branching from the main stem at Norfolk.

1. *Norfolk-Torrington cut-off* - 15 miles

Map shows short line between these points, useful on occasions, saving 5 1-2 miles as compared with the run through Winsted, and avoiding the long sand stretch between Norfolk and Winsted. However, it follows Hall Meadow Brook for several miles, and should not be taken in wet weather.

Using this cut-off turn right (south) along *lower side* of "Green," Norfolk, passing two churches on right and fountain on left. Straight ahead under RR., shortly crossing tracks at grade, avoiding left fork just beyond. Follow narrow, winding road to South Norfolk (fork 4 miles below Norfolk), signs "Torrington" (to left) and "Litchfield" (straight ahead).

Take left fork, crossing brook four times to West Torrington (13 miles). Again cross stream and direct ahead on main road into Migeon Ave., Torrington, bearing left through Water St. to village park, center of Torrington, 15 miles from Norfolk.

2. Connecting Route Norfolk to Litchfield

Scenic route, with heavy grades and large stones in road on middle portion of run. *Impassable for low-built cars; do not attempt in bad weather.*

Turn right (south) along *lower side* of "Green," Norfolk, passing two churches on right and fountain on left. Straight ahead under RR., shortly crossing tracks at grade, avoiding left fork just beyond. Follow narrow, winding road to South Norfolk (fork 4 miles below Norfolk), signs "Torrington" (to left) and "Litchfield" (straight ahead).

Continue straight ahead through fork up a series of very steep grades; superb views from summit. Follow direct road along high ridges, no towns and running directions unnecessary for several miles. Emerging from the stony stretch, continue to end of road, turning right at frame schoolhouse, up and down grades into Goshen (12½ miles from Norfolk).

At white church (on left), turn left—good dirt road and splendid views. Run carefully over narrow stretches, avoiding all cross-roads, coming into broad macadam which extends to "Green," center of village,

LITCHFIELD

18 1-2 miles from Norfolk

Litchfield Inn.

Pittsfield Section, Route No. 5A

PITTSFIELD TO WATERBURY, CONN.—71 MILES

Branching from No. 5 at Canaan, thence through South Canaan, Huntsville, Goshen and Litchfield, making an alternate to No. 5 from the Berkshire Hills to Waterbury and Naugatuck Valley points. Map page 438.

Road conditions: fine to Canaan; somewhat sandy and hilly but fair to Goshen; fair-to-good beyond. From Canaan to Watertown by Automobile Club of America route card No. 133, by which the distance from Pittsfield to Canaan is made 32 miles as compared with 31 1-2 miles by Blue Book car measurements.

Follow route No. 5 (which see for full running directions) through Lenox (6.5 M), Stockbridge (12.5 M), Great Barrington (19.5 M), Sheffield (25.5 M) and Ashley Falls, Mass. (28.5 M) to

(If coming to Canaan by route No. 5, set the odometer

ahead 1-2 mile to conform with following text.)

MILEAGES
Total Intermediate
32 32 CANAAN, CONN.

At main street turn left, crossing RR. and second RR. just beyond; 1-8 mile further turn right, crossing 2 bridges.

Bear right and at next fork left with telegraph poles; at fork about 4 miles further keep right to

37 5 **SOUTH CANAAN.**

Straight ahead with telegraph poles; at fork 1 mile further (signboard "Goshen, 10 miles") bear left and right at next fork, through **HUNTSVILLE**, over somewhat sandy road. At fork (41 M—signboard "Goshen, 7 1-2 miles"), keep left and follow direct road up long, steep hill with water-breaks (43 M), and over 1 1-2 miles of rough road to

48 11 **GOSHEN.**

Straight on to

54 6 **LITCHFIELD.** Litchfield Inn.

Through town, and on direct road south; at fork about 64 miles keep left into

65.1 11.1 **WATERTOWN.** (*Route from Danbury to Waterbury via Watertown comes in from the right at this point.*)

Direct through with trolleys on broad winding road, avoiding 2 right forks; caution for sharp left curve under RR. (66.7 M), direct over stone bridge (67.2 M). Immediately beyond keep right with car-tracks; pass pond (on right), descending grade to village of Oakville (brick factory on left—67.7 M).

Immediately pass under RR.; where trolleys leave to left (67.8 M), run straight ahead; picking up tracks again (from left—68 M), follow them—fine views of the Naugatuck Valley (69.1 M). Thence direct past old Driving Park (on left) and iron watering trough (in fork on right) to 4-corners where two trolley lines meet (70.3 M).

Turn 90° left with car-tracks across iron bridge over the Naugatuck River into Waterbury, straight ahead under RR. (70.5 M—brass works on right). Thence on W. Main St. to Soldiers' Monument (70.9 M), running on either side of "green" center of

71 5.9 **WATERBURY,** north or south, side Center Sq.

For hotel, garage, city map and various diverging routes, see title page, Waterbury-Danbury section, page 167.

Pittsfield Section, Route No. 6

PITTSFIELD TO DANBURY, CONN.—82 1-2 MILES

Housatonic River line via Canaan, Falls Village, Cornwall Bridge and New Milford, Conn. Map of route complete on page 438.

This is a picturesque trip but roads most of way are narrow and unimproved, with many bad RR. crossings; for miles it is very difficult to turn out for any vehicle coming from the opposite direction. We print the route for the information of any who find it necessary or desirable for special reasons to go all or part of this way; but we recommend instead one of the three following options.

(1) Take Pittsfield-New York "Inland Route," No. 11, pages 456-457, through Great Barrington, Mass., Lakeville, Conn., Millerton, Amenia and Pawling, N. Y., to Sodom Reservoir; there turn east, picking up Preface Section, Route No. 6, page 87, to Danbury; (2) take Pittsfield Section, Route No. 5 to Waterbury; thence

west via Waterbury-Danbury Route No. 6, pages 186-191, to Danbury; (3) take Pittsfield-Litchfield Route No. 5A, pages 440-441, to Watertown, turning right on Waterbury-Danbury Route No. 6, pages 187-191, to Danbury. Of these 3 options the best choice is between No. 1 and No. 2.

Follow Pittsfield section, Route No. 3 (which see for full running details), through Lenox (6 1-2 miles), Stockbridge (12 1-2 miles), Great Barrington (19 1-2 miles), Sheffield (25 1-2 miles), and Ashley Falls (28 1-2 miles) to

CANAAN

31 1-2 miles from Pittsfield

Canfield Inn. Canfield Auto Station.

Turn 90° left, direct ahead across RR. twice at grade; at 4-corners just beyond second RR. tracks turn right. Take also next right and the next left, keeping along mountain to South Canaan (36 miles). Turn right in center of town, bearing left twice on the way to

FALLS VILLAGE

37 1-2 miles from Pittsfield

Go under RR. (slowly); turn sharp left and continue along RR. to point about opposite Lime Rock station. Turn right across the Housatonic River and immediately left down the western bank of same through Lime Rock (39½ miles).

Follow direct along valley past West Cornwall to point opposite Cornwall Bridge (48 miles). Do not cross bridge into the village, but bear right, continuing down western side past North Kent (over to left). Nearing Kent turn sharp left across Housatonic River, straight ahead to village of

KENT

56 1-2 miles from Pittsfield

From this point to Gaylordsville are two roads, as the map shows—one nearly direct south past Hatch Pond and through South Kent; the other following the broad bend of the Housatonic via Bull's Bridge. Our information favors the shorter way via South Kent, despite various RR. crossings; take your choice to Gaylordsville (62½ miles).

From this point continue down the river, crossing RR. to village of Boardman's or Boardman's Bridge (67½ miles). Turn right again crossing the Housatonic and immediately left down western side of same to covered bridge (on left), spanning the river at

NEW MILFORD

70 miles from Pittsfield

Keep straight ahead, passing bridge (on left), mostly sandy and poor through Lanesville (72½ miles). Continue direct, coming closer to the RR. at Brookfield P. O. (not Brookfield Center), 76 miles. Bear right, still on through road, passing about ¼ mile west of Brookfield Junction. At fork about 3 miles below Brookfield P. O. bear right and straight ahead 2½ miles, running under RR. arch to

BEAVER BROOK

80 1-2 miles from Pittsfield

(Hamlet)

At 4-corners with signpost keep right, winding to fork on edge of Danbury, where meet trolley. Turn right with tracks, following them over RR. bridge, past State Normal School (on right) and across RR.

at grade (station on left). Straight ahead on White St. (stone pavement) to Wooster Square, intersection of Main St.,

DANBURY

82 1-2 miles from Pittsfield

For hotel, garage and various diverging routes, see title page Waterbury-Danbury section, page 167. Danbury city map, page 191.

Pittsfield Section, Route No. 7

PITTSFIELD TO HARTFORD, CONN.—77 1-2 MILES

The thorofare from the Berkshire Hills to the Connecticut River Valley via Canaan, Norfolk and Winsted.

This is the second of the through automobile routes from the Berkshire Hills into Connecticut, having their terminals at Waterbury, Hartford and Danbury. It is identical with Route No. 5, already given in full detail, from Pittsfield to Lenox (6 miles), Stockbridge (12 miles), Great Barrington (19½ miles), Sheffield (25½ miles), Ashley Falls, Mass., (28½ miles), Canaan, Conn. (31½ miles) and Norfolk (39½ miles) to

WINSTED

49 1-2 miles from Pittsfield

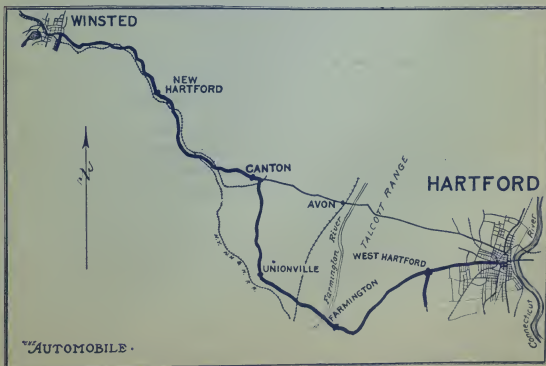
Winchester Hotel; Park Hotel.

Straight ahead on Main St. *past* brick factory with belfry (on right) and "Green" with Monument (on left), direct across bridge over Still River. Bear sharp right beyond bridge and straight ahead, shortly making left bend into the "New Hartford Road," direct to

NEW HARTFORD

54 1-2 miles from Pittsfield

Continue along with RR.; 2 miles east of town cross same, and later bear left through Cherry Brook hamlet to Canton (60½ miles). Do not keep straight ahead from Canton—shorter but poorer route to



Hartford—but turn sharp right just beyond village, straight ahead, almost due south to

UNIONVILLE

65 miles from Pittsfield

Bear left and keep direct road across RR. about half-way to Farmington (68½ miles), **Elm Tree Inn**. Straight ahead through village with trolleys along stone retaining wall (on right), up steep grade, noting sign (on left), "Sharp Curve ahead." Curve sharp left on splendid new macadam across edge of West Hartford Reservoir.

Meeting trolleys again at top of grade, follow them to West Hartford Center (74 1-4 miles). Straight ahead past stone church (on right), down Farmington Ave., following trolleys, excellent macadam all way into Hartford. Pass under RR. viaduct (depot on left) into Asylum St.* to business center of

HARTFORD

77 1-2 miles from Pittsfield

*On quick through trips to points north via the route on the west side of the Connecticut River, see city map page 213 for short-cut from Asylum St. through either High or Trumbull St. to Windsor Ave. (saving some distance and cutting out the crowded business center.)

For hotels, garages, city map and various diverging routes, see title page, Hartford section, page 213.

PITTSFIELD TO SPRINGFIELD, MASS.—57 1-2 MILES

Via Lenox, Lee, Blanford and Westfield, to which routes No. 8A and 8B, next following, are full alternatives. A mountainous trip, ordinarily impracticable November 15 to May 1. Map page 447.

From hotel or garage take most convenient way into South St. (for connections from all parts of Pittsfield see city map at head of this section). Proceed down South St. with trolleys; cross RR. and continue on unexcelled State macadam, up several grades and down one hill (fine views!) into

LENOX

6 1-2 miles from Pittsfield

Curtis Hotel; The Aspinwall. T. S. Morse, Garage.

Turn 90° left in front of Curtis Hotel and follow fine macadam—State Highway—past Laurel Lake to Lee (10½ miles). Here cross RR. tracks, then follow trolley to right; 1 mile beyond take left fork—State Highway—leaving trolley on right, continuing to

EAST LEE

12 1-2 miles from Pittsfield

short detour will carry this trip through Stockbridge; directions: At Curtis Hotel, Lenox, turn left, then next right at stone church, keeping straight ahead to Stockbridge. Thence continue easterly to South Lee, following trolley to substation, where turn right to East Lee.

Whether coming direct from Lenox and Lee or from Stockbridge and South Lee to East Lee, continue direct up the valley, passing northern shore of Greenwater Pond to West Becket (17½ miles). (Here left fork

leads to Chester—9 miles from West Becket—via "Jacob's Ladder," then Chester to Springfield by Route 8A; see map.)

Continuing the trip from West Becket, at sign post before solitary post office, take right fork and continue direct to Otis (22½ miles). Here turn 90° left, ascend several hills; at "blind end" turn 90° right and reach East Otis (26½ miles).

Just beyond hotels turn 90° left; at first fork keep to right and at second fork keep to left (A. C. A. sign-posts). Continue north on high ridge (1,714 feet); then descend, keeping right to North Blanford (32½ miles). Continue direct, keeping to the right at fork, 1 mile farther, to
BLANFORD

35 1-2 miles from Pittsfield

Beyond meeting-house take road 90° to left and descend to Russell (39½ miles); here turn 90° right into State Highway. Thence direct the way plain, following the course of Westfield River and B. & A. RR.



Map of main automobile routes into, through and out of Westfield, Mass.

through Fairfield (Salmon Falls on some maps, 42½ miles). Enter direct into Franklin Street to intersection of Elm Street—on which trolleys run; turn right and follow trolleys to business center of

WESTFIELD

47 1-2 miles from Pittsfield

Bismarck House.

At center of town turn 90° left, following trolley, still along the valley, coming direct into West Springfield, by the "Westfield Road." Turn right one block, then left and straight ahead past small park to and across the "North End Bridge" over Connecticut River into Springfield.

Straight out from bridge exit, bearing right on a portion of Plainfield Street to intersection with North Main Street. Bear right into North Main Street, keeping direct with trolleys under RR. viaduct into lower Main Street, center of all routes through

SPRINGFIELD

57 1-2 miles from Pittsfield

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.

PITTSFIELD TO SPRINGFIELD, MASS.—51 1-2 MILES

Via Washington, Chester and Westfield, with alternate Pittsfield to North Becket via Hinsdale. A mountainous trip, ordinarily impracticable November 15 to May 1.

From center of city (East, West, North and South Streets; see Pittsfield map), proceed down East Street; where same comes to end take right fork across bridge over east branch of the Housatonic River. Thence direct out Elm Street to forks, $3\frac{1}{2}$ miles out; here take right fork, ascending long hill and continue direct to Washington (9 miles); elevation, 2,020 feet.

(This is Washington village, while the alternate route to Chester, immediately following, goes through at Washington station.) Continue direct through town and descend, taking left fork three miles farther and then right fork to bridge just west of North Becket (13 miles). Do not cross bridge, but turn sharp right and ascend brook 1 mile to saw-mill.

Here cross stream and ascend hill, keeping generally to the right to Becket Center (17 miles) and on to Bonnyrigg Four Corners ($18\frac{1}{2}$ miles). Here turn left and descend by State Highway (several turns, dangerous at uncontrolled speed) into

CHESTER

22 1-2 miles from Pittsfield

Riverside Hotel.

Optional Route. Pittsfield to Chester via Dalton and Hinsdale

State Road projected over this line, which has lighter grades than the route already given via Washington Village; but some of the roads beyond Hinsdale are in poor condition. A practicable run, however, 5 miles longer than the above.

From center of city, instead of running out East Street, go up North Street to Hospital, where turn right on Tyler Street (see Pittsfield map), and left into Dalton Avenue. Rejoining trolley, follow tracks straight ahead to

DALTON

6 miles from Pittsfield

Irving House.

Continue through on State Highway, turning 90° right beyond the town and ascend valley, continuing still on State Highway to Hinsdale (10 miles). Turn 90° left, then 90° right; 1 mile farther turn right across RR. tracks (by bridge); then turn sharp to left.

Keep west of RR. and pass Washington station, 1,600 feet elevation; 1 mile further turn to left to pass under RR. Then turn sharp 90° right, and continue, following tracks, crossing over (at grade) to North Becket (18 miles). Turn right and $\frac{1}{2}$ mile further join original route via Washington Village. At saw-mill cross stream and ascend

HARRIS
REGISTERED
OILS

In Portland, Ore., the Pope-Toledo writes: "Best oil ever used." This is also the verdict of Herbert H. Lytle, who recommends it for all Pope-Toledo cars.

hill, keeping generally to the right to Becket Center (22 miles) and on to Bonnyrigg Four Corners (23½ miles). Here turn 90° left and descend by State Highway (several turns, dangerous at uncontrolled speed) into

CHESTER

27 1-2 miles from Pittsfield

Riverside Hotel.

Leaving Chester bear right, pass under RR. tracks to left and down the valley to Huntington (28½ miles). Continue direct by State Highway (sharp turns; keep good control), through Russell (33½ miles); here turn 90° right into State Highway.

Thence direct, the way plain, following course of Westfield River and B. & A. RR., through Fairfield (Salmon Falls on some maps, 36½ miles). Enter direct into Franklin Street to intersection of Elm Street—on which trolleys run; turn right and follow trolleys to business center of

WESTFIELD

41 1-2 miles from Pittsfield

Bismarck House.

At center of town turn 90° left, following trolley, still along the valley, coming direct into West Springfield by the "Westfield Road." Turn right one block, then left and straight ahead past small park to and across the "North End Bridge" over Connecticut River into Springfield.

Straight out from bridge exit, bearing right on a portion of Plainfield Street to intersection with North Main Street. Bear right into North Main Street, keeping direct with trolleys under RR. viaduct into lower Main Street, center of all routes through

SPRINGFIELD

51 1-2 miles from Pittsfield

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.



Map showing the usual automobile routes between Springfield and Pittsfield, Mass.

PITTSFIELD TO SPRINGFIELD, MASS.—60 MILES

Via Cummington, Northampton and Holyoke, forming a short connecting line to Connecticut River Valley points above Springfield. A mountainous trip, difficult November 15 to May 1. Map page 447.

Proceed up North Street to Hospital, where turn right on Tyler Street (see city map), and shortly left into Dalton Avenue. Rejoin trolley and follow same direct to Dalton (6 miles). Continue through town direct, leaving State Highway when it turns 90° to the right and gradually ascend.

Three miles from Dalton (9 miles from Pittsfield), turn 90° left, and 1 mile farther 90° right. Ascend valley of creek, keeping generally to the right to

WINDSOR

12 miles from Pittsfield

Continue past church (2,020 feet elevation); at small house one mile beyond take left fork and descend over State Highway to East Windsor (15 miles). Follow left bank of the Westfield River through West Cummington and cross stream once to

CUMMINGTON

22 miles from Pittsfield

Union House.

At forks just beyond keep left; again cross river, following north bank through Swift River (24½ miles). Then gradually ascend, following winding road, finally turning 90° right, at summit, into Goshen (28½ miles). Continue south and at end of town turn left into State Highway direct to Williamsburg (33½ miles).

Beyond end of State Highway turn 90° right following trolley to Haydenville (35½ miles). Then pass under RR. and continue direct, crossing tracks at grade and following trolley through Florence to

NORTHAMPTON

4 1-2 miles from Pittsfield

Draper Hotel. Northampton Garage Co., Pleasant St. next to P. O.

(For Amherst go through town, cross Connecticut River and proceed 6 miles east over State Road.) For Holyoke and Springfield, do not pass under RR. tracks, but turn 90° right from Main Street into Pleasant Street, following RR. tracks due south. Skirt left bank of the Connecticut River, keeping east of Mount Tom to outer edge of Holyoke.

On quick through trips do not enter Holyoke (which lies in a bend of the Connecticut River), but keep Northampton Street direct past same (on left). Slow up for bad grade crossing, turn left over tracks, bearing immediately right and keep straight ahead with trolleys into West Springfield (58½ miles).

Turn left crossing North End Bridge. over Connecticut River. Straight out from bridge exit, bearing right on a portion of Plainfield Street to intersection with North Main Street. Bear right into North Main Street, keeping direct with trolleys under RR. viaduct into lower Main Street, center of all routes through

SPRINGFIELD

60 miles from Pittsfield

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.

PITTSFIELD TO SPRINGFIELD, MASS.—58 MILES

Via Dalton, Hinsdale, Peru, Huntington and Westfield, using parts of No. 8A and No. 8B, connected via Peru. Map page 447.

From center of city run up North St. to Hospital, where turn right on Tyler St., and left into Dalton Ave. Rejoining trolley, follow tracks straight ahead to Dalton (6 miles). Continue through on State Highway, turning 90° right beyond the town and ascend valley, continuing still on State Highway to

HINSDALE

10 miles from Pittsfield

Turn left on Maple St., go through 4-corners and pass between 2 lakes on direct road to Peru (14½ miles). Continue straight ahead through 4-corners, West Worthington (17½ miles); 2½ miles beyond (large white house on corner), keep right into

WORTHINGTON CENTER

21 miles from Pittsfield

2½ miles below pass cemetery (on right) and turn right at Ringville, (24 miles). 2 miles below cross river twice in ¼ mile, turn right and cross iron bridge at South Worthington (26 miles), keeping straight ahead. 4 miles below cross bridge over river, and keep to right at forks. 4 miles beyond turn right across covered bridge, passing lumber-yard on left, keeping both left forks just beyond and bearing right into

HUNTINGTON

35 miles from Pittsfield

Map page 447 shows an alternate line from West Worthington to Huntington via North Chester and Dayville—a trifle shorter this way.

Continue direct by State Highway (sharp turns; keep good control), through Russell (40 miles); here turn 90° right into State Highway. Follow course of Westfield River and B. & A. RR., through Fairfield (Salmon Falls on some maps, 43 miles). Enter direct into Franklin St. to intersection of Elm St.—on which trolleys run; turn right and follow trolleys to business center of

WESTFIELD

41 1-2 miles from Pittsfield

At center of town turn 90° left, following trolley direct into West Springfield. Turn right one block, then left and straight ahead past small park to and across the "North End Bridge" over Connecticut River into Springfield. Straight out from bridge exit, bearing right on a portion of Plainfield St. to North Main St. Bear right, keeping direct with trolleys under RR. viaduct into lower Main St., center of all routes through

SPRINGFIELD

58 miles from Pittsfield

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.

**The Warner
Auto-
Meter**

Has demonstrated that it STANDS
THE TEST OF ALL-YEAR-
AROUND USAGE.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



THE GREYLOCK

Berkshire Hills

Williamstown, Mass.

OPENS MAY 27th

On direct route from Great Barrington, Stockbridge, Lenox and Pittsfield to points in Vermont and New Hampshire.

HOWARD ECKERT
Lessee



THE IDLEWILD HOTEL

BERKSHIRE HILLS

South Williamstown, Mass.

5 miles from Williamstown, Mass. 14 miles from Pittsfield, Mass. 16 miles from Lebanon Springs, N. Y.

EMERY & REINHARD, Proprietors

Modern Garage

"In the Berkshire Hills"

THE WILSON HOTEL

JOHN T. BARRY & CO., Proprietors

North Adams, Massachusetts



"THE WILSON," North Adams, Mass.
JOHN BARRY, PROPRIETOR.

Livery and Garage in Connection. Rooms with Bath and En-Suite. First-class in Every Particular American and European Plans

PITTSFIELD TO MANCHESTER, VT.—58 MILES

Up North St. and past Pontoosuc Lake; thence through Lanesboro, New Ashford and Williamstown, Mass., Pownal, Bennington, Shaftsbury and Arlington, Vt.

FOR THIS AND OPTIONAL EXITS SEE PITTSFIELD CITY MAP PAGE 419.

(Macadam short distance north of Pittsfield; then good dirt road—no sand—balance of way.)

MILEAGES
Total Intermediate

0 0 **PITTSFIELD**, North, South, East & West Sts., business center.

Start nearly north up North St.; at fork upper edge of city, take left and follow trolley past Pontoosuc Lake through

5 5 **LANESBORO**.

1 1-2 mile out of village (at blacksmith shop) take left fork and then turn first right on good dirt road, fine views; 4 miles further, at small house ("Williamstown" sign), turn right and descend long grades to

12 7 **NEW ASHFORD**.

Keep right, descend narrow, winding road carefully to

16 4 **SOUTH WILLIAMSTOWN**, Idle-wild Hotel.

Turn right and follow macadam along Green River to

21 5 **WILLIAMSTOWN, MASS.**

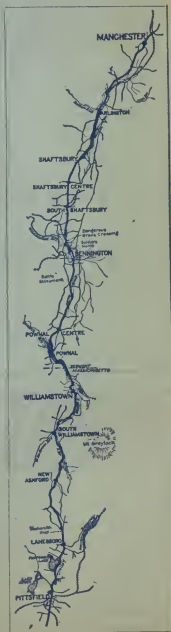
At end of street turn left past Williams College Buildings. At **Greylock Hotel** turn right downhill to end of road, where turn left. Pass under RR. and follow same down the Hoosic Valley to

26 5 **POWNAL, VT.**

Turn 45° left up steep hill (fine views!) on narrow road direct through Pownal Center to

35 9 **BENNINGTON**. The Walloomsac (Bennington Center). Newton's Garage.

Straight through town, past Soldiers' Home on right, across RR. and iron bridge; bear right through covered bridge and immediately turn left. Thence direct across small red bridge, turning at once right (sign "South Shaftsbury 2 1-2 miles"). Cross dangerous RR. and





The New Richmond Hotel

IN THE BERKSHIRE HILLS

North Adams, Mass.

"IT WON'T BURN"

A BRAND NEW HOTEL STRICTLY FIRE-
PROOF AMERICAN OR EUROPEAN PLAN

ROOMS WITH BATH
CENTRAL LOCATION

ALL MODERN
APPOINTMENTS

AMERICAN PLAN,
\$3.00 AND UPWARDS

EUROPEAN PLAN
\$1.00 AND UPWARDS



E. M. MOORE
Manager



DAVENPORT'S Fire-Proof Garage

W. J. BARBER, Machinist and Electrician

Storage Repairs Supplies

Largest garage in No.
Berkshire. Bowser
Gasoline Pump.

A complete
repair shop.

Largest stock of
tires and sundries
in Western Mass.

NORTH ADAMS, MASS.

Telephone, 342-14
Telephone House, 471-14

106 1-2 Main Street

The
Incomparable

WHITE

The
Car for Service

THE GLIDDEN TOUR A CLEAN SWEEP FOR THE WHITE

The three White Steamers entered in the 1907 Glidden Tour finished with perfect scores. The White was the only make represented by three or more cars which was not penalized. Moreover, the single White runabout taking part in the tour was awarded the Hower Trophy, after a supplementary contest with the sole survivor of the dozen gasoline runabouts which started in competition for this award.

up steep hill with many waterbreaks, then good dirt road to

39.5 4.5 **SOUTH SHAFTSBURY.**

Direct through Shaftsbury Center to

44.5 5 **SHAFTSBURY.**

Cross RR., shortly take left fork, keeping in valley and follow wires through

50 5.5 **ARLINGTON.**

2 miles beyond at grade crossing, and signpost "Manchester 6 M", take left fork to

58 8 **MANCHESTER.** The Equinox (Garage in connection).

Alternate, Lanesboro to Williamstown via North Adams

Exactly as given in first paragraph from Pittsfield to Lanesboro (5 miles). At center of town (where former route continues straight ahead), turn 90° right, following trolley tracks uphill. Then turn 90° left and descend, following trolley tracks to Cheshire (10 miles from Pittsfield).

Continue north on State Highway, soon rejoining car tracks, which follow through Cheshire Harbor down into Adams (15 miles). Continue to follow trolley tracks for 3 1-3 miles; then turn 90° right across B. & A. RR. Then 90° left, and 1 mile farther, take left fork, following State Highway to lower edge of North Adams. Enter by either Ashland St. or Church St., practically parallel the last mile into Main St., center of NORTH ADAMS

21 miles from Pittsfield

The New Richmond; The Wilson. Davenport's Fire-proof Garage, 106 1-2 Main St.

Turn left on Main St., through business center of city, crossing bridge over South branch Hoosick River into West Main St. Cross RR. and direct out West Main St. to left fork 1 mile from city; bear left and keep State Highway—fine macadam—all the way into the main street of

WILLIAMSTOWN

26 miles from Pittsfield

Greylock Hotel.

Williamstown in the location of Williams College and a typical Berkshire Village, with many fine runs in the immediate vicinity.

The entire wiring of a car should be carefully examined from time to time for signs of wear in the insulation. At certain places the wires are exposed to continual, if slight, friction, which will ultimately break through the insulation and establish a short circuit. The timely application of a little insulating tape will often save much trouble in this respect.

HARRIS
(REGISTERED)
OILS

The American Mors used our Medium grade on a run from New York to Chicago, with such satisfactory results that it has been adopted and recommended by the bulldozers.

PITTSFIELD TO GREENFIELD, MASS.—56.4 MILES

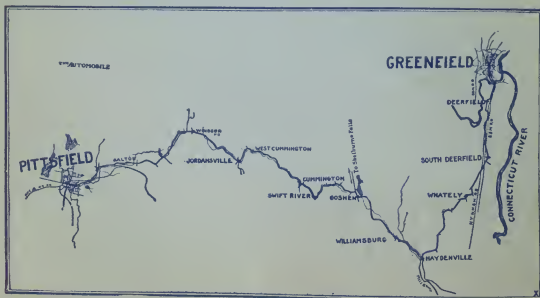
Via Dalton, Windsor, Cummington, Goshen, Williamsburg, Haydenville, Whately Center, South Deerfield and Deerfield.

Of the various ways between Pittsfield and Greenfield, this will probably be found the best for general use; and it is in all respects to be preferred to the line via North Adams and over Hoosac Mt.—unless one especially desires to go that way for the scenery. It follows one of the natural routes across the mountainous country between Pittsfield and the Connecticut River Valley; thence in nearly a direct line north to Greenfield.

FOR THIS AND OPTIONAL EXITS SEE PITTSFIELD CITY MAP, PAGE 419

MILEAGES
Total Intermediate (A mountainous trip, not recommended Nov. 15 to May 1.)

0	0	PITTSFIELD, park, center of city.
		Start East on East St. with trolleys.
4-10	4-10	At fork keep left with trolleys.
2.2	1.8	Turn left with trolleys across bridge over RR.
2.3	.1	End of road (brick school on left); turn right with trolley.
2.7	.4	Cross RR.
3.3	.6	4-corners; turn right on fine macadam road, keeping main thorofare through
5.7	2.4	DALTON.
6.3	.6	Keep straight ahead, avoiding fine macadam road which bears to the right and leads to Springfield.
8	1.7	Keep left at fork.
8.8	.8	Keep right fork.
9.2	.4	Caution—upgrade over several bad rocks.
9.8	.6	Keep left fork; <u>caution</u> for many bad waterbars next 4 miles.
12.5	2.7	WINDSOR. Keep straight ahead through town.
13.8	1.3	At fork keep left through
17.2	3.4	EAST WINDSOR.
18.7	1.5	Cross white iron bridge, straight through
19	.3	WEST CUMMINGTON.
21.4	2.4	Turn right across wooden bridge through
23.7	2.3	CUMMINGTON.



Map of the Pittsfield-Cummington-Greenfield route.

- 24.1 .4 At fork bear left.
- 24.5 .4 Cross iron bridge and immediately turn right.
- 26.3 1.8 Caution—bad left curve at river's edge.
- 26.7 .4 Cross 2 small bridges through small village of Swift River.
- 28.5 1.8 Cross iron bridge and keep main road through
- 30.7 2.2 **GOSHEN.**
- 31.1 .4 Bear left on State macadam.
- 35.4 4.3 Cross wooden bridges.
- 35.7 .3 Avoid left fork and bear right across iron bridge.
- 35.8 .1 **WILLIAMSBURG.** Bear right with trolleys, following same to
- 38 2.2 **HAYDENVILLE.** At 4-corners, where trolleys turn right, turn 90° left.
- 38.1 .1 Cross RR.
- 39.5 1.4 At 3-corners keep left.
- 40.7 1.2 At fork of 3 roads keep straight ahead on middle road.
- 42.3 1.6 At fork (Sign "Whateley"), keep right.
- 42.9 .6 Cross iron bridge to end of road and immediately turn right.
- 43.2 .3 Bear slightly left through 4-corners to end of road,
- 44.7 1.5 **WHATELEY CENTER;** hotel on left. Turn 90° left.

At fork (45 M) bear right to 4-corners with iron watering trough (45.5 M); here turn 90° left—now on the Springfield-Greenfield route. 1 7-10 miles beyond turn sharp right under RR. (47.2 M) and immediately left, crossing RR. (grade—47.6 M), meeting trolley again at central 4-corners S. Deerfield (48 M).

Thence with car-tracks on main road across bridge over RR. (49.3 M); 1 7-10 miles beyond turn sharp left under RR. (51 M) and immediately right. Direct 7-10 mile, where (leaving trolleys straight ahead) turn right over RR. bridge (51.7 M), with sharp left and immediately right under RR. (52.4 M).

Picking up trolleys immediately beyond follow them, turning 90° right at lower end of village (52.6 M), straight ahead through the main street of Deerfield (53.2 M). Continue with car-tracks, passing under RR. trestle (54.9 M); as trolleys bear slightly left for separate bridge over Deerfield River, slow down for left turn through covered bridge (55.1 M).

At end of road leaving bridge, turn 90° left, picking up car-line again; follow same under RR. trestle (55.2 M), bearing right at power house short distance beyond. Thence with trolleys on macadam along Deerfield River, turning right under RR. (station overhead, to left—56.2 M), up-grade on Bank Row along east side of Common with soldiers' monument into

56.4 11.7 GREENFIELD, Main & Federal Sts., business center.

For hotels, garages, city map and various diverging routes, see title page, Greenfield section, page 461.



BERKSHIRE HILLS TO NEW YORK— 147 MILES

"Inland Route," a full alternate, both to the corresponding routes via Poughkeepsie (or Hudson), and via Waterbury or Danbury. Using a maximum amount of the new State macadam in Dutchess and Westchester counties, N. Y.

Route card No. 48, Automobile Club of America. Copyright 1906 by Cortlandt F. Bishop—used by permission.

(Map White Plains to New York page 458.)

MILES Total	MILES Inter- mediate.	
0	0	PITTSFIELD. (The Wendell, The Maplewood.) Proceed down South Street following trolley; direct up several hills (State highway), and down to
6.5	6.5	LENOX. (Curtis Hotel, The Aspinwall.) Turn 90° left at Curtis Hotel, take fork to right at stone church, continue direct (State highway) to
12.5	6	STOCKBRIDGE. (Red Lion Inn, Heaton Hall.) Opposite stone church turn 90° left, cross railroad, bear right and then left. Three miles further take right fork and descend Monument Mountain. Bear left and follow trolley through
19.5	7	GREAT BARRINGTON. (Berkshire Inn.) Continue direct to
25.5	6	SHEFFIELD. At church in center of town, take right fork, cross railway and beyond cemetery turn 90° left then 90° right, and 2½ miles further take right fork. Three miles from Sheffield, turn 90° left into "Under Mountain" road and follow same direct to
35.5	10	SALISBURY, CONN. Then direct to

- 37 1.5 **LAKEVILLE. (Interlaken Inn.)**
Here turn 90° right and proceed directly west to
- 41 4 **MILLERTON, N. Y.**
Cross tracks, turn 90° left, and proceed by State highway direct to
- 50 9 **AMENIA.**
Continue direct, cross RR., turn right, then left to
- 53 3 **WASSAIC.**
One mile beyond station bear to right, pass under railroad and continue west of same to
- 59 6 **DOVER PLAINS.**
Cross tracks at grade, and a half mile further, turn 90° right and continue south, following telegraph poles through
- 66 7 **SOUTH DOVER.**
Continue direct, keeping east of Harlem RR., into
- 73.5 7.5 **PAWLING. (Dutcher House.)**
Do not cross tracks, but bear to left around watering trough, then by State road, passing east of
- 77 3.5 **PATTERSON.**
Continue directly south (poor road, no sign posts), keeping at first east of new reservoir. Then bear right, cross bridge, and follow around north bank of reservoir to
- 88 11 **SODOM.**
Bear to left around stock farm barns, cross tracks, and one-half mile farther turn 90° right, up a hill and pass east to Peach Lake (State highway begins at Westchester County line) to
- 93 5 **NORTH SALEM.**
Bear to right and continue, always on state highway, through
- 100 7 **CROSS RIVER, and**
- 105 5 **BEDFORD to**
- 110.5 5.5 **MT. KISCO. (Newcastle Corners.)**
Instead of entering town, turn 90° left at sign post, and proceed south by winding State highway, passing east of Kensico Reservoir to
- 124 13.5 **WHITE PLAINS. (See supplementary paragraphs, "Detail Directions, White Plains to New York," page 459.)**

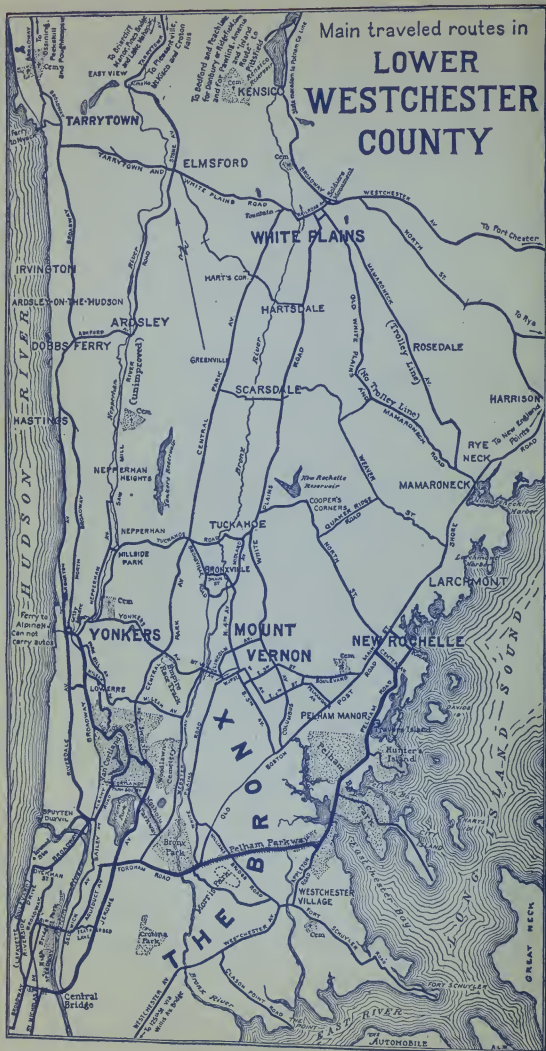


THE WARNER AUTO-METER

"Tells how fast and how far"
AT EVERY TURN OF THE ROAD.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.





At Soldiers' Monument turn 90° right from North Broadway into Railroad Street, cross tracks, follow trolley, then bear to left and direct down Central Avenue, Jerome Avenue, Central Bridge, St. Nicholas Ave., 110th St., and 5th Ave. to

147 23 **CENTRAL PARK PLAZA.** (5th Ave. and 59th St.)

DETAIL DIRECTIONS, WHITE PLAINS TO NEW YORK.

For the convenience of tourists using the above "inland route" from Pittsfield to White Plains, desiring more detail for the run into New York than Mr. Bishop's brief outline used to this point gives, the following local route—with complete intermediate mileages—is appended. The accompanying map of "Main Traveled Routes Through Lower Westchester Co." shows the most-used connections from White Plains to the principal suburban points north and northeast of Manhattan and the Bronx.

MILEAGES
Total Intermediate (Distances reckoned locally from White Plains.)

0 0 **WHITE PLAINS,** business center.

Continue nearly direct west across RR. at depot on left, turning right with trolleys immediately beyond (2-10 M) to prominent fork at stone fountain (5-10 M). Here take left into Central Ave.—the next 9.2 miles straight macadam; no trolleys or town of size, but occasional auto-traps in the few cross-road hamlets. Direct through Hart's Corners (2 M) and Greenville (3.5 M), crossing Tuckahoe Road (7.2 M), coming at right angles to

9.7 9.7 **YONKERS AVE.** (This route extends north-and-south about midway between Yonkers and Mt. Vernon without entering either city.)

Straight ahead across trolleys into Jerome Ave., passing Empire Race-track on left, immediately beyond—one thorofare (several bends, but no turns) to Central Bridge. Cross Fordham Road (14.5 M) direct to fork (17.1 M), where car-tracks bear right; run straight ahead onto

17.6 7.9 **CENTRAL BRIDGE.** (No toll, but draw occasionally open.)

At end of bridge turn right across 155th St. viaduct, turning 1st left into St. Nicholas Place (17.9 M). Straight ahead into St. Nicholas Ave. (18.2 M), direct to left fork of same (124th St.—19.4 M).

Again keep straight ahead—now into Manhattan Ave. (leaving St. Nicholas Ave. to left) to 110th St. or Cathedral Parkway (20.1 M). Turn 90° left under "L" and 1st right (20.4 M) down Central Park West direct along park to

22.8 5.2 **COLUMBUS CIRCLE,** 59th St. & Central Park West.

Strangers will find the "Automobile District," with numerous garages principally from Central Park South to 34th St., between 5th and 8th Avenues. Also extended up Broadway between 59th and 73rd Sts.

The **WHITE** The
Incomparable Car for Service

White garage in New York, West End Ave. at 70th St.

GREENFIELD

MASSACHUSETTS

190 Miles from New York City
99 Miles from Boston
170 Miles to Bretton Woods
80 Miles to Troy, N. Y.

MANSION HOUSE

American and European Plan.
Rooms single or en suite with bath.
Long distance telephone in rooms.
Private dining rooms.
**New office and Dutch Room
completed since last season.**

An Attractive Stopping Place for Automobile Tourists

Wire or write for reservations in advance.
Telephone 175

**The Blue Book will direct you how to go to and from
Greenfield and the Mansion House**

GARAGE CONNECTED

W. E. WOOD, *Proprietor*

GREENFIELD, MASS., SECTION

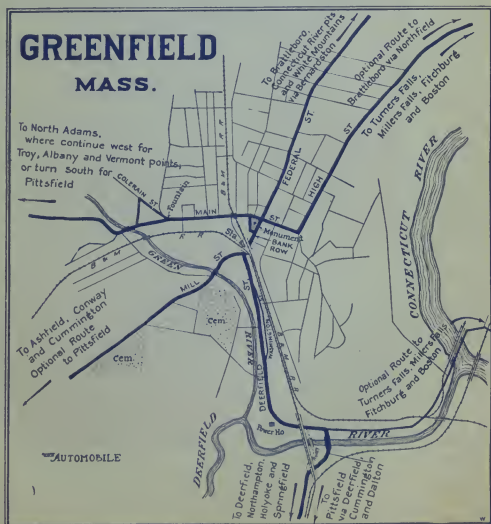
GREENFIELD HOTELS—The Weldon; Mansion House; The Devens.

GREENFIELD GARAGE—Greenfield Auto Co., Federal St., near Main.

ROUTES COVERED IN THIS SECTION

- No. 1. Greenfield to Fitchburg, Concord, Cambridge and Boston, Mass.
- No. 2. Greenfield to the Bretton Woods, N. H.—the Connecticut River Valley—
White Mountain trunk line northbound.
- No. 2A. Additional routes Greenfield to Brattleboro, either for use as alternates on
the first part of No. 1 or for local runs.
- No. 3. “ “ North Adams, Mass., and Troy, N. Y., with intermediate
connections, (1) Williamstown, Mass., to Bennington, Vt., (2) North
Adams to Pittsfield, Mass.
- No. 4. Greenfield to Cummington, Windsor, Dalton and Pittsfield, Mass.
- No. 5. “ “ Bellows Falls and Rutland, Vt.
- No. 6. *Brattleboro, Vt., to Concord, N. H., with intermediate connections from
Keene to (1) Manchester and (2) Nashua, N. H.
- No. 6A. Brattleboro to Keene, N. H., via Spofford Lake.
- No. 7. *Brattleboro, Vt., to Bennington, Vt.; two routes.
- No. 8. Greenfield to Springfield, Mass., via Deerfield, Northampton and Holyoke.
- No. 9. Greenfield to Springfield, Mass., via Miller's Falls, Montague, Amherst and
the Hadleys, thence either by Holyoke and West Springfield or by
Chicopee or Chicopee Falls.
- No. 10. Greenfield to White River Junction, Montpelier and Burlington, Vt.

*Branching from No. 2 (the Connecticut River route northbound) at Brattleboro, Vt.



MAP SHOWING ROUTES THROUGH GREENFIELD, MASS., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.

THE WELDON

GREENFIELD, MASSACHUSETTS

The Hotel de Luxe of Western Massachusetts

Catering to
Summer Guests
and
Automobile
Tourists

Situated in
the residential
district of the
town away
from the noise
and dust of the
main street.

Absolutely
Fire-proof

Suites with
baths and long
distance tele-
phones.

A table and
service to suit
the most fas-
tidious.

Garage
Connected



For reservations, address A. W. WEEKS, Manager

GREENFIELD TO BOSTON, MASS.—100.2 MILES

Through route via Miller's Falls, Orange, Athol, Gardner, Fitchburg, Ayer, Harvard, Concord, Lexington, Arlington and Cambridge. With notes of alternate route Fitchburg to Concord via Leominster, Bolton, Stow and Maynard.

(Good roads greater part of way; a few unimproved

MILEAGES
Total Intermediate

stretches on the 1st half.)

o o **GREENFIELD, Main & Federal Sts.**

Run east on Main St. to end of same (2-10 M); turn 90° left into High St., keeping right at fork (1.7 M). 3-10 mile beyond (2 M) curve right down long steep grade; at foot of grade turn right across suspension bridge (Connecticut River—2.7 M).

Straight ahead across canal and RR. (2.8 M); at fork immediately beyond turn left upgrade, taking 1st right (2.9 M) into 3rd St., Turner's Falls (3 M). Continue direct through town; caution for sharp right and left curves (3.4 M), upgrade through highway cut. At fork (3.8 M) keep left on main road and again left on main road at fork (7.3 M), downgrade to 4-corners at watering trough, center of

7.5 7.5 MILLER'S FALLS.

Turn 90° left across iron bridge (7.7 M), turning 90° right (7.9 M) with sharp curve (8 M) past branch road (on left—8.2 M—for Northfield and Brattleboro). Direct to end of State Macadam (at 8.6 M—fall 1907), bad road along river and RR. for next 5.4 miles, coming to good road again at Erving station (on right—14 M).

Straight ahead through 4-corners (16.3 M), avoiding right-hand road (17.3 M—leading under RR. bridge), direct with trolleys into Main St., Orange (19.1 M). Follow car-tracks out E. Main St. over RR. bridge (20.9 M) and again over RR. bridge (22 M), crossing iron bridge (23.4 M) into

23.8 16.3 ATHOL.

At fork (23.9 M) keep right with trolley, under RR. (24 M), winding up long grade on main road to Athol Center.

Greenfield Automobile Co.

Garage Entrance, No. 21 Federal Street, near Mansion House

GREENFIELD, MASS.

OFFICIAL BLUE BOOK STATION

Dealers of AUTOMOBILES and SUPPLIES
CARS TO RENT by the DAY OR HOUR

STORAGE AND REPAIR WORK
AT REASONABLE PRICES

TELEPHONE 705

A. L. WILSON, Manager.

HOTEL DEVENS

GREENFIELD, MASS.



One Hundred Outside Rooms.
Fifty with Private Bath.
American Plan, \$2.50 to \$4.50.

Shick's Federal St. Garage
and Machine Shop in connection.
Full line of Sundries and Supplies
always on hand. Repairing
a specialty.

Telegraph for accommo-
dations at my expense.

W. J. REED, Proprietor

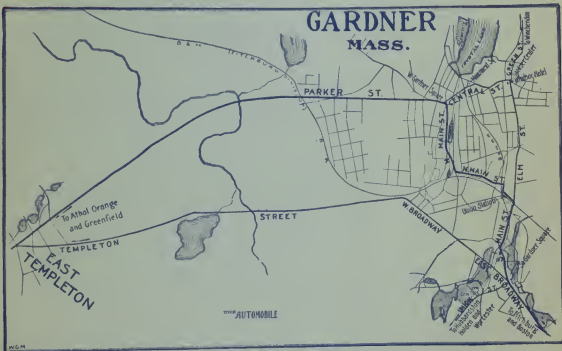
Pass fire station (on right—25 M); at fork (25.7 M) keep left on State Macadam past lake or reservoir (on left—27.2 M).

Keep left on main road at fork (28.4 M), coming to end of macadam (at 29.2 M—fall 1907); thence on poor road, avoiding right fork (29.6 M) and left fork (30.6 M). Cross RR. (32.8 M), following trolleys through park, bearing left at Inn (end of the poor road 1907),

33.6 9.8 TEMPLETON. Templeton Inn.

Continue direct out with car-tracks past ponds (on right and left—35 M), keeping left at fork, East Templeton (35.3 M). Run under RR. (36.9 M) into West Gardner (37.8 M); here turn right, keeping left fork (38.1 M) over branch RR. (38.3 M), crossing RR. again (38.7 M) to end of road immediately beyond, nearby

38.8 5.2 GARDNER STATION. (To reach the center of Gardner, Windsor Hotel, see accompanying city map.)



Outline map of principal routes into, through and out of Gardner, Mass.. The heavier line (Parker, N. Main and Main Sts. and E. Broadway) shows the most-used West-and-East route (described in the accompanying text).

Turn 90° right across RR. (39.1 M) to 4-corners (39.2 M); here turn 90° left across RR. again (39.3 M), keeping left on main road at forks (39.7 M & 40.3 M). Sharp right-and-left curves (41.5 M); 1 1-2 miles beyond (43 M) bend right with trolleys into Westminster (43.3 M).

At fork just beyond (43.4 M), bear left, leaving trolleys straight ahead; keep left at fork (44 M) past reservoir (44.6 M). Run under RR. (45.9 M), straight ahead with trolleys at fork (47.9 M) into River St., Fitchburg. Run under RR. bridge (49 M) and bear left again under RR. (49.5 M), bending right (50.2 M) through small square (50.3 M) on Main St. to center of

50.7 11.9 **FITCHBURG.** Johnsonia Hotel, Main St.; E. A. Stevens Co., Garage, Main St., rear Fitchburg Hotel.

See map page 467 for good alternate route Fitchburg to Concord via Leominster, N. Lancaster village, Bolton, Maynard, Westvale and Concord Jct. This route bears right from Main St. into Water St. at the RR. depot, passes through the towns named and joins the present route at stone post entering Concord.

Direct through on Main St. to fork (51.1 M); here bear left on Lunenburg St. to upgrade on fine macadam, keeping right on main road at forks (53.3 M & 54.2 M). Run diagonally right across trolleys at village of Lunenburg (54.9 M) direct to fork (55.8 M); here keep right, bearing left at next fork (56.1 M).

Avoid right fork (56.7 M) and left forks (57.4 M & 57.7 M), keeping straight ahead on main road at fork (58 M) across wood bridge over Nashua River (61.6 M). At fork just beyond (61.7 M) keep right over RR. tracks (62.2 M) to end of road (62.7 M); here turn right across RR. (63.4 M) into

63.5 12.8 **AYER.** Proctor's Garage to right just before crossing RR. (63.4 M).

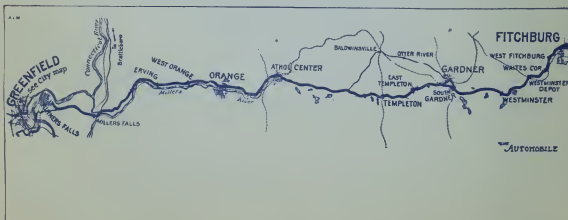
Cross RR. tracks again, leaving town (63.7 M) curving left immediately beyond past street on left (64.1 M—leading to Ayer Auto Station). At fork (64.2 M) keep right, curving right (64.5 M) to "T" in road (66 M); here turn right—caution for 90° left turn just beyond (66.1 M) straight ahead to 4-corners and monument,

68.2 4.7 **HARVARD.**

Go through 4-10 mile only, turning 90° left (68.6 M—straight ahead for Worcester); at fork (69.2 M) keep left on State Macadam, turning 90° right (69.8 M). Avoid forks on left (70 M & 70.3 M—to Littleton), straight ahead through cross-roads (71.4 M & 72.5 M), crossing RR. tracks at West Acton station (74.7 M).

Straight ahead through cross-roads (75.7 M, 76.4 M, 77.1 M & 77.8 M), across RR. (78.1 M), passing State Reform School (on right—78.7 M). Immediately cross RR. again, same road becoming Main St. to flagpole at head of small park (Monument Sq.),

81.1 12.9 **CONCORD.** Colonial Inn, at foot of Square.



Small scale map of the Greenfield-Orange-Athol-Gardner-

Turn right at flagpole, curving left (81.4 M); keep right fork (82.4 M) direct on fine State Macadam to fork of 5-roads (86.5 M).* Bear left, straight ahead, keeping to right of Common to statue of "Minute Man" at further side of same.

87.9 6.8 LEXINGTON. (*The Lowell-Bedford-Lexington-Boston route comes in from the left at this point.*)

*This route is run through Lexington for those desirous of visiting that place. On quick through trips, a little time and a short distance may be saved by running nearly straight ahead (at 86.5 M), into Middle St. direct to East Lexington, picking up the present schedule by a right turn (at 89.2 M); see map below.

Straight ahead from Common, keeping right at fork (88.3 M—left is Woburn St. for coast points north of Boston), meeting short-line State Macadam from Concord from right—89.2 M). Thence direct along Massachusetts Ave. with trolleys through Arlington Heights across RR. at

92.9 5 ARLINGTON. (*The Lowell-Burlington-Arlington-Boston route comes in from the left by Mystic St. immediately beyond RR.*)

Straight ahead past Soldiers' Monument (on left—93 M), with trolleys over RR. tracks at North Cambridge Jct. (on right—94.6 M); at Porter Sq. (95.4 M), bear right immediately over RR. bridge. Continue on Massachusetts Ave. past Common (96.3 M), running along west side of Harvard College grounds to fork of streets and trolleys at

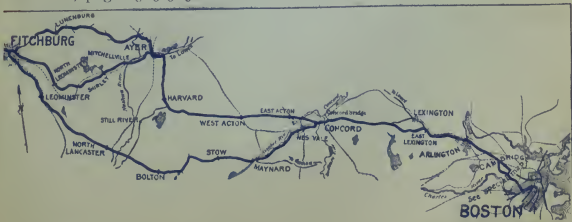
96.5 3.6 HARVARD Sq., CAMBRIDGE.

Turn 90° left along south side of College grounds, keeping right with trolleys at fork (96.7 M) past Harvard Auto Co. garage (on right—96.8 M). Straight ahead with car-tracks through Central Sq. (97.4 M), stone block pavement over RR. tracks (98 M) to Harvard Bridge (98.3 M).

Cross Charles River into Massachusetts Ave., Boston (98.7 M), straight ahead across Commonwealth Ave. (98.8 M) to intersection of Boylston St. (99 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—99.3 M) and Institute of Technology (on left—99.7 M), running along south side of Public Garden and Common,

100.2 3.7 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.



Fitchburg-Concord-Boston route, with principal options.

BROOKS HOUSE

Brattleboro, Vt.



A delightful stopping place for automobile parties, and on the direct thoroughfare to the White Mountains.

In Rear — Brooks House Garage, the largest and the best equipped in the state.



EDWARD C. CROSBY, Proprietor
JOHN F. BRASOR, Manager

THE E. R. CLARK AUTO CO. BRATTLEBORO, Vt.

Agents for KNOX, BUICK AND CADILLAC CARS

REPAIR DEPARTMENT

Competent men are always in charge of this department where Blow-outs, Punctures of Tires and Tubes and all other kinds of repair work will be promptly attended to by experienced men, at any time of the day or night.

SUPPLIES AND SUNDRIES

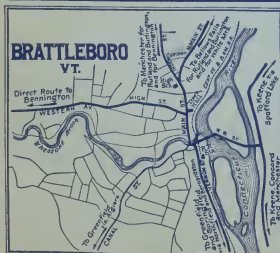
A full line of Automobile Sundries always carried in stock.

This is the largest and most complete Garage in Vermont, open night and day, and is located one block south of the Hotel, on Main Street.

SPECIAL ATTENTION PAID TO TOURISTS

CATALOGUES MAILED UPON REQUEST

JOS. J. MARTIN, Manager



Local diagrams of two important Vermont cities on the Connecticut River route.

GREENFIELD TO THE WHITE MOUNTAINS

Main route up the Connecticut River Valley to Wells River, Vt. Thence East through Woodsville, Lisbon, Littleton and Bethlehem to Bretton Woods, N. H. Connecting with all White Mountain routes.

This route is partly in the three adjoining States, Massachusetts, Vermont and New Hampshire, following the valley of the Connecticut River the greater part of the way to Wells River, Vt., where right turn is made eastward to the Ammonoosuc Valley. From Greenfield to Brattleboro there is a choice of 4 routes, one of them used here (forming the basis of the mileage throughout); the other three have been grouped separately in No. 1A, both to save the additional detail in the text of this trunk line and to facilitate their use as local runs.

WITH SLIGHTLY LONGER MILEAGE, THE GREENFIELD-BRATTLEBORO TRIP CAN BE MADE VIA THE NORTHFIELDS; RUNNING DIRECTIONS FOR WHICH WILL BE FOUND COMPLETE IN ROUTE NO. 1A, PAGES 480-481. Beyond Brattleboro it is principally one trunk-line highway, crossing the river whenever a stretch of better road can be obtained.

FOR THIS AND OPTIONAL EXITS SEE GREENFIELD CITY MAP, PAGE 461

From Main St., business center, go north on Federal St., with trolleys; where tracks turn off keep straight ahead on through road. $5\frac{1}{2}$ miles out take right fork and, curving left over B. & M. RR. follow same, entering by the main street into

BERNARDSTON, MASS.

7 miles from Greenfield

At frame hotel turn sharp right across small bridge and over B. & M. RR. tracks. Taking left fork at foot of hill beyond, again cross same RR. at Mt. Hermon station ($10\frac{1}{2}$ miles), and straight ahead. Keep Sawyer's Pond on left, and RR. on right, through woodland—sandy in spots, direct into

SOUTH VERNON

14 miles from Greenfield

Straight through South Vernon, shortly turning sharp right under RR. and immediately left along tracks to and past Vernon station (on left). Follow main road, bearing left, across tracks again at Dummer station (19 miles) to and through covered bridge and along foothills (on left).

Continue direct north, road parallel with RR. tracks (on right) practically all way into Brattleboro. Enter by Vernon St. to intersection, at right angles, of Railroad St. Turn left one short block on

THE WALPOLE INN

WALPOLE, N. H. On East Side of River

Circulars, etc., on application to

Mrs. M. F. HITCHINGS, Manager COPLE AMORY, Proprietor

200 miles from New York
19 miles from Brattleboro, Vt.
4 miles from Bellows Falls, Vt.



110 miles from Boston
18 miles from Keene, N. H.
40 miles from Woodstock, Vt.

Hotel Windham

Bellows Falls, Vt.

Near Gates' Garage. A convenient stopping place for tourists to and from the White Mountains.

F. F. SHEPARD, Proprietor

Gates' Garage

One Block from Hotel Windham

Bellows Falls, Vt.

Complete Line of REPAIRS and SUPPLIES

When in CLAREMONT Stop at The



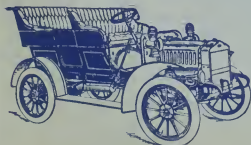
HOTEL CLAREMONT CLAREMONT, N. H.

Elevator, Baths and All Modern Improvements

Rates \$2.50 to \$4.00 per Day.

E. A. WINTER, Prop.

Stop at JEWETT'S GARAGE



Automobiles—For Sale, Stored and Repaired, and to Rent by the Hour or Day. Gasoline and Supplies. Skilled Machinist.

B. M. JEWETT, Prop.

58 Pleasant Street

CLAREMONT, N. H.

Telephone Connection

Railroad St. and 90° right across small bridge into Main St., business center of

BRATTLEBORO, VT.

25 miles from Greenfield

Brooks House. The E. R. Clark Auto Co., Garage, Main St.

Follow single-track trolley up North Main St.; at fork keep right, passing fork (on left). Wind down grade, curving under RR. trestle to and through covered bridge, splendid road through East Dummerston hamlet (30 miles).

Continue on main road through woodland, some turns and numerous waterbreaks (alias spring breaks) to Putney (35 miles). Go through, past fork (on right) leading to East Putney ferry, more winding grades to Westminster (45 miles). (For Brattleboro via Walpole—The Walpole Inn; The Wentworth—cross bridge at Westminster and go up east side; see map.) Pass depot (on right), continuing along RR. to Bellows Falls. Enter by crossing iron bridge to fountain, where keep right to square,

BELLOWS FALLS

49 miles from Greenfield

Windham Hotel. Gates Garage, one block from hotel.

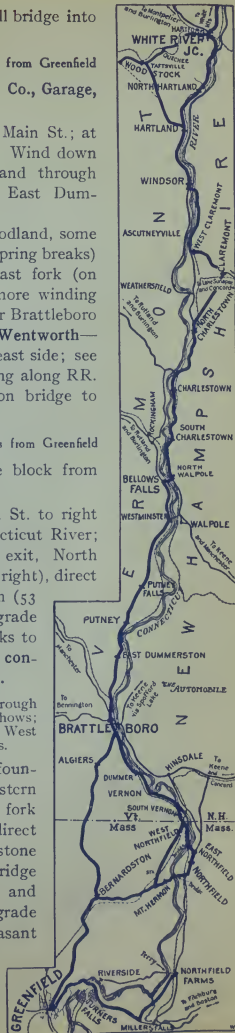
At square keep left up Rockingham St. to right turn over fine new bridge across Connecticut River; see city map, page 468. At bridge exit, North Walpole, N. H., turn left along RR. (on right), direct road, crossing RR. to South Charlestown (53 miles). Go through with one more bad grade crossing and one sharp turn under tracks to Charlestown (57 miles). Look out for constables going through the Charlestown.

This route shortly turns somewhat inland, through Claremont and West Claremont, as the map shows; 2 miles farther than direct along the river to West Claremont, but better roads and easier grades.

Direct ahead past brick library and fountain (on left), following ridge on eastern side of valley through woodland. At fork 4 miles above Charlestown, keep left direct to North Charlestown (62 miles). Pass stone school (on right), run through covered bridge and keep right, past fountain (on right) and cemetery (on left). Cross RR. at grade (depot on left), straight ahead on Pleasant St. to open square.

CLAREMONT, N. H. 66 miles from Greenfield

Claremont Hotel. Jewett's Garage, 58 Pleasant St.



Turn left in front of hotel into Main St., following trolleys past brick factory (on right) and across bridge to end of line at West Claremont (69 miles). Continue ahead under RR. trestle, following general course of RR., mostly good road, one bad grade crossing near Balloch station.

Follow same road along east side of River; just after passing creamery (on left), turn left through covered bridge across Connecticut River (13 cents toll). [The turn is made to this bridge from what is given as Cornish, N. H., on most maps; but Cornish village is farther inland, and it is a country road all the way to the turn.] From bridge exit go straight ahead under RR. tracks; short distance beyond turn right, direct to center of village,

WINDSOR, VT. 77 miles from Greenfield
Windsor Hotel.

"White River Junction" signs at most cross-roads, next 15 miles.

Direct through on west side road, numerous sharp curves along foothills (on left) to Hartland (82½ miles.) *(From this point to White River Junction the river road to and through Hartland has very heavy grades, which may be largely avoided by a short detour inland to Taftsville or Woodstock, as given under next sub-head. The direct line is given herewith for high-powered cars preferring to go the shorter way.)

Continue through Hartland, various grades with one level stretch along RR. Shortly cross tracks direct into North Hartland (86½ miles), keeping right past "Green." Leaving town pass through two covered bridges, ascending long, dangerous grade to top of ridge. This is the hilliest portion of entire route.

Follow telegraph poles down steep winding grade, looking out for vehicles coming from opposite direction. Make sharp curve over RR. tracks, more up and down grades along the river road, direct North into the main street of

WHITE RIVER JUNCTION
Junction House.

91 miles from Greenfield

**Hartland to White River Junction via Woodstock*



"THE GATEWAY
TO VERMONT."

JUNCTION HOUSE

White River Junction Vermont

Located in the beautiful Connecticut valley, midway between Springfield, Mass. and the White Mountains. 200 ROOMS.

During the past season an addition of 25 rooms with bath has been added on the quiet side.

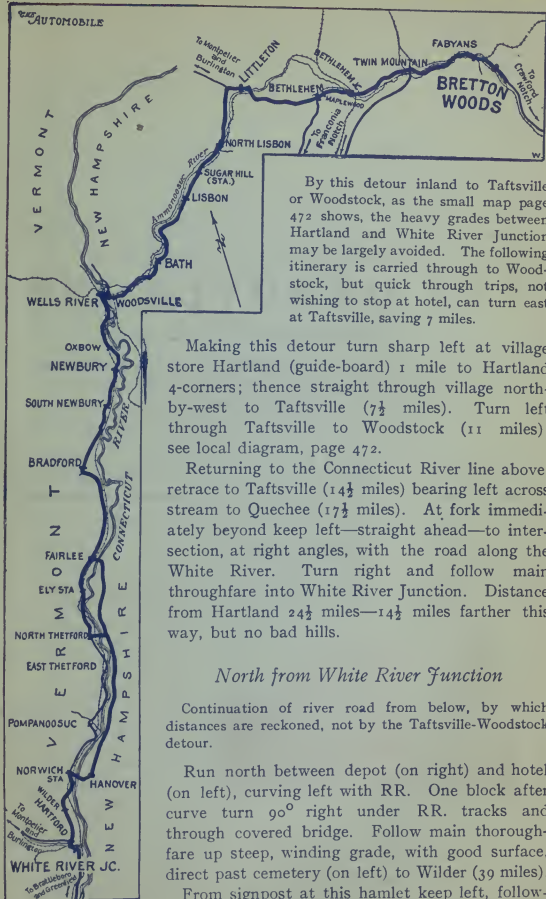
Rates: \$2.50 to \$3.00 Per Day.

Headquarters for Automobile Parties.
Good Livery in Connection.

GIBBS & WHEELER

Proprietors





Making this detour turn sharp left at village store Hartland (guide-board) 1 mile to Hartland 4-corners; thence straight through village north-by-west to Taftsville ($7\frac{1}{2}$ miles). Turn left through Taftsville to Woodstock (11 miles); see local diagram, page 472.

Returning to the Connecticut River line above, retrace to Taftsville ($14\frac{1}{2}$ miles) bearing left across stream to Quechee ($17\frac{1}{2}$ miles). At fork immediately beyond keep left—straight ahead—to intersection, at right angles, with the road along the White River. Turn right and follow main throughfare into White River Junction. Distance from Hartland $24\frac{1}{2}$ miles— $14\frac{1}{2}$ miles farther this way, but no bad hills.

North from White River Junction

Continuation of river road from below, by which distances are reckoned, not by the Taftsville-Woodstock detour.

Run north between depot (on right) and hotel (on left), curving left with RR. One block after curve turn 90° right under RR. tracks and through covered bridge. Follow main thoroughfare up steep, winding grade, with good surface, direct past cemetery (on left) to Wilder (39 miles).

From signpost at this hamlet keep left, following "Norwich" signs; at unmarked forks above keep generally to right through woodland. Still keep right to Norwich (station, not village), crossing bridge over RR. tracks direct to and through covered bridge over Connecticut River. Straight ahead from bridge exit up grade, passing College Hall (brick building with Colonial portico on left) and running along college campus (on left)

HANOVER, N. H.

97 miles from Greenfield

Hanover Inn, opposite College Campus.

At farther end of campus turn 90° left, straight ahead on fine stretch between and beyond Dartmouth College buildings. Continue direct into the River Road, numerous curves and "water-bars," some of them dangerous for night traveling.

No special running directions necessary, *past* one iron bridge (leading over to East Thetford, Vt.) Turn left across next iron bridge, straight ahead to main road between village stores at

NORTH THETFORD, VT.

108 1-2 miles from Greenfield

Continue straight ahead on main road across R.R., with another bad

THE HANOVER INN

Hanover, N. H.

A Comfortable Inn, Eighty Miles South from Bretton Woods, White Mountains, on the Direct Route to New York.

Suites of rooms with private baths, electric lights, and steam heat.

Owned and Operated by
Dartmouth College

Under the Management of
ARTHUR P. FAIRFIELD



HOTEL LOW

Bradford, Vermont

On direct line through the Connecticut Valley from New York to the White Mountains. A new Hotel with modern improvements

Rates, \$2 and Upwards

M. A. GALE, PROPRIETOR

Garage

Supplied with automobile necessities, such as gasoline, lubricating and cylinder oils, transmission grease, spark plugs, inner tubes, carbide, etc.



AGENCY

for the Maxwell-Briscoe Motor Cars for Orange County, Vermont, and Grafton County, New Hampshire

H. E. PARKER
Representative

grade crossing at Ely station (109½ miles). Mostly good roads and easy grades direct through Fairlee village (114 miles), passing depot on right. Two more bad RR. crossings to and through covered bridge, passing small band-stand (on left),

BRADFORD

120 1-2 miles from Greenfield

Hotel Low.

At fork, sign "Bradford Depot," keep left uphill, followed by level stretch and long right curve downgrade. At sign, "2 miles to Newbury," keep right down steep grade (water-bars), taking left fork beyond, Continue downgrade over tracks, RR. station on left, passing village park (on left), Newbury (127 miles).

Follow main road, signs "Wells River," to and through Oxbow hamlet—caution for numerous sharp curves and "water-bars" on up and downgrades; fine views of both sides of river. Direct across RR. at freight station and under tracks into the main street of

WELLS RIVER, VT.

133 miles from Greenfield

At center of village turn 90° right over small bridge, curving sharp under RR. to steel bridge across Connecticut River; 25 cents toll. This is the last crossing of the river on the trip to the White Mountains and the balance of the run is in New Hampshire. Turn immediately right upgrade past fountain and RR. station (on left), good broad macadam on main street,

WOODSVILLE, N. H.

133 1-2 miles from Greenfield

Straight ahead past freight house (on left); just before large coal trestle turn right into Pine St. and next left, gradually swinging left over bridge above RR. tracks. Continue through woods, some sand; coming to RR., follow general course of same to Bath (139 miles). Keep right, up and down grade, along RR. and Ammonoosuc River into the main street of

LISBON

145 miles from Greenfield

Hotel Moulton center of town.

This run continued direct to Bretton Woods, connecting there for all points east and south of the White Mts. For the most-used intermediate connections, (1) Lisbon to Sugar Hill, Franconia Village and Profile House, (2) Littleton to Whitefield (for Lancaster and north), (3) Twin Mt. House to Cherry Mt. station and Jefferson, and (4) Twin Mt. House to Cherry Mt. Station, Randolph and Gorham, see separate paragraphs at end of this route. [It is possible to extend the Littleton-Whitefield route (No. 2) to Jefferson; but No. 3, by Twin Mt. House, is usually the better way, and—though longer—can be made in about equal time.]

(Change in style of text due to new odometer measurements Lisbon to Bretton Woods, fall 1907.)

MILEAGES
Total Intermediate

145 145 LISBON, center of town.

Direct through on fine macadam—caution for dangerous grade crossing (145.6 M); striking good dirt road (146.9 M—fall 1907), follow same past Sugar Hill station (on left—147.1 M) to fork short distance beyond (147.3 M). Here (leaving Sugar Hill-Franconia short-cut route to

right), take left over dangerous grade crossing and through covered bridge (147.4 M).

Continue on main road through hamlets of N. Lisbon (150.5 M) and S. Littleton (152.1 M), passing right-hand roads leading across bridges at both of these points to prominent fork (154.4 M). Here (leaving road to Waterford and St. Johnsbury to left), take right, following the most-traveled road, becoming Main St. to center of

155.9 10.9 **LITTLETON, Thayer's Hotel, on right.**

Follow Main St. to end of same, where turn 90° right (156.1 M) across iron bridge over Ammonoosuc River; immediately cross RR. tracks, ascending grade to fork (156.4 M)—just after passing new Hospital on right). Here take left (straight ahead leads to Franconia); thence direct, ascending long steep grade to center of village,

160.9 5 **BETHLEHEM, Sinclair House (The Maplewood, 1.3 M beyond).**

Continue through on the main street past **The Maplewood** (on right—162.2 M), descending long steep grade; at foot of hill cross single RR. track (163.9 M), bearing immediately left over iron bridge (164 M) to Bethlehem Jct. Keep to right past RR. station (on left—164.1 M)—caution for double track RR. crossing just beyond (164.2 M).

Direct, ascending steep grades to ridge on northern edge of valley (fine views of mountains on right and left!), descending by easier grades. Thence direct, keeping left on main road at fork (168.9 M) up sharp but short rise to junction of several roads in front of

169.1 8.2 **TWIN MOUNTAIN HOUSE.**

The several RR. crossings between this point and Bretton Woods are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met in these 5.4 miles than anywhere else in the Mountains.

Keep right in front of hotel, downgrade across RR. tracks (169.4 M); at fork immediately beyond keep left over RR. again (170.1 M & 170.8 M). Continue on main



THAYER'S HOTEL

LITTLETON, N. H.

IN THE WHITE MOUNTAINS

Between Montpelier and Bethlehem

FRED C. SHELTON, Proprietor

valley road to fork (172.3 M), where take left (more grade crossings (172.8 M, 173 M & 173.3 M), past depot (on left) and Fabyan House (on right—173.7 M). Straight ahead over iron bridge (173.8 M) and across RR. again (174 M), running alongside RR. station (on left), at

174.5 5.4 BRETTON WOODS, Mount Pleasant House, on right.

For the **Mount Washington Hotel** or the **Bretton Woods Garage**, turn 90° left just beyond the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

INTERMEDIATE CONNECTING ROUTE. (1) LISBON TO SUGAR HILL, FRANCONIA VILLAGE AND PROFILE HOUSE

MILEAGES
Total Intermediate *(Distances reckoned locally from Lisbon.)*

0 0 LISBON, eastbound from center of town.

Direct through on fine macadam—caution for dangerous grade crossing (6-10 M); striking good dirt road (1.9 M—fall 1907), follow same past Sugar Hill station (on left—2.1 M) to fork short distance beyond (2.3 M). Here (leaving road to Littleton and Bethlehem to left), take right; at fork 1.3 miles beyond (3.6 M) keep right, and again right at fork (4.8 M).

Coming to irregular 4-corners 1.8 miles beyond (6.6 M), keep left (right turn is another but longer way), up steep grades, direct on main road past **Peckett's-on-Sugar Hill** (on left—8.7 M). At end of road 2-10 M beyond (8.9 M) turn 90° left downgrade across iron bridge (9.8 M); immediately turn 90° right **THROUGH** 4-corners (10.2 M—iron bridge on right, road to Bethlehem on left). Pass branch road (on right—10.6 M, leading across iron bridge) to junction of 3 roads at

11 11 FRANCONIA VILLAGE, store and a few houses only.

Straight ahead over iron bridge (11.1 M); at fork short distance beyond (11.3 M) keep right to fork 1 mile beyond (12.3 M). Here again take right, immediately over another small iron bridge, keeping left on main road at fork (12.5 M) to irregular 4-corners (13 M); now turn diagonally left up long steep grade direct to

15.7 4.7 PROFILE HOUSE (Hotel), Garage in connection.

"YOU GET WHAT
YOU PAY FOR."—
WARNER.

See pages 20, 761

**THE WARNER
AUTO-
METER**



WARNER INSTRUMENT CO., Beloit, Wis.

INTERMEDIATE CONNECTING ROUTE (2), LITTLETON TO WHITEFIELD FOR LANCASTER AND NORTH.

Notes are appended to this route at Whitefield, connecting to Jefferson (making a Littleton-Jefferson short line), all right in good, dry weather. But the "Knot Hole Road" between Whitefield and Jefferson is very muddy in wet weather, and in many cases it is better to follow the main route through Littleton and Bethlehem to Twin Mountain House. From that point the next connecting route (3) provides complete running directions and all mileages to Jefferson via Cherry Mt. station, which—though longer—can often be covered in the same time.

MILEAGES
Total Intermediate (Distances reckoned locally from Littleton.)

0 0 LITTLETON, Main & Union Sts., east end of town.

Start nearly east on Union St. (road to Bethlehem, Twin Mt. House and Bretton Woods turns right across bridge), becoming short stretch of good macadam; at fork about 1-2 mile out, keep left (avoiding right fork closer to river). Continue on main thorofare over RR. tracks (3.2 M), running along road covered with sawdust from sawmills, keeping right at fork (4.3 M) over bad RR. crossing (4.4 M).

At fork short distance beyond (4.6 M), keep right (left leads to Forest Lake); thence over RR. tracks (4.9 M)—very dangerous—and again 5.5 M), passing road leading down to Wing Road RR. station (on right—5.9 M). At fork just beyond (6 M), keep left on main road (right leads to Bethlehem), passing Forest Lake (on left—9 M).

Continue direct past branch road (on right—9.9 M), up and down steep grades to top of hill overlooking Whitefield. Descend hill, bearing left near foot of same across RR. (10.9 M) and bridge to square, center of

II II WHITEFIELD. (*Dividing point for local routes to Jefferson, Lancaster, etc.*)

WHITEFIELD TO JEFFERSON BY THE "KNOT HOLE ROAD" (10 miles, muddy in wet weather): coming from the Littleton Road to the Square at Whitefield, keep to right along lower side of square, turning right near end of same into Jefferson St. (sign, "Jefferson 12 miles"). Cross RR. (1-10 M), direct to fork (8-10 M); here take left (right leads to Hazen Jct.), passing branch roads (on right—1.7 M) and on left (3 M).

At fork or 3-corners (3.9 M), bear right to fork short distance beyond (4.4 M); here again keep right, winding right (5 M) and left (5.2 M). Thence direct on main road to and across RR. (6.9 M) to end of road short distance beyond (7.2 M), where turn SHARP LEFT.

Straight ahead to—but not across—RR. tracks at station (on left—7.7 M); here turn right, crossing iron bridge (8.2 M) to end of road (9.3 M). Again turn right direct 7-10 mile to Jefferson (THE WAUMBEK, on left—10 M).

WHITEFIELD TO LANCASTER—11 MILES BY MT. VIEW HOUSE (longer but better way to avoid very steep upgrade direct north from Whitefield village. Coming from the Littleton Road to the Square at Whitefield, keep to right along lower side of square, turning right near end of same into Jefferson St. (sign, "Jefferson 12 miles"). Cross RR. (1-10 M), direct to fork (8-10 M); here take left (right leads to Hazen Jct.), passing branch road (on right—1.7 M) to BUT NOT PAST branch road on left (3 M).

Turn 90° left, straight ahead past Mountain View House (on right—4.1 M) to end of road (4.5 M), where turn 90° right; thence on the one direct road for 4.5 miles, descending long grade (9.2 M). At fork nearing Lancaster (10.8 M) keep right on main road, winding left (11 M) across small bridge (11.1 M) into center of Lancaster (11.2 M).

INTERMEDIATE CONNECTING ROUTE (3), TWIN MT. HOUSE TO CHERRY MT. STATION AND JEFFERSON.

MILEAGES
Total Intermediate

(Distances reckoned locally from Twin Mt. House.)

o o TWIN MOUNTAIN HOUSE, front of hotel.

Turn sharp left at hotel, crossing RR. tracks (3-10 M), thence direct to fork (2 M); here (leaving Carroll station, Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (6.1 M). Continue to end of road (8.4 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—8.8 M).

At junction of 3-roads 7-10 mile beyond (9.5 M) take left (right leads to Highlands station; Randolph and Gorham); straight ahead to branch road (10.2 M); here turn right, across small bridge (10.3 M). Thence direct (avoiding left fork—12.3 M) to end of road (12.5 M), where turn 90° left past large hotel (on right),

12.6 12.6 JEFFERSON, The Waumbek.

INTERMEDIATE CONNECTING ROUTE (4) TWIN MT. HOUSE TO CHERRY MT. STATION, RANDOLPH AND GORHAM.

MILEAGES
Total Intermediate

(Distances reckoned locally from Twin Mt. House.)

o o TWIN MOUNTAIN HOUSE, front of hotel.

Turn sharp left at hotel, crossing RR. tracks (3-10 M), thence direct to fork (2 M); here (leaving Carroll station—Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (6.1 M). Continue to end of road (8.4 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—8.8 M).

At junction of 3-roads 7-10 mile beyond (9.5 M), turn right (left leads to Jefferson), crossing RR. (9.7 M); thence straight ahead on narrow but good dirt road past branch road on left (11.3 M—leading to Jefferson Highlands) and past Highlands station (on right short distance beyond). Pass South Branch Jct. station (on right—14 M), crossing wood bridge (14.7 M); meeting the Jefferson-Randolph-Gorham road (in front of small hotel—15.4 M), run nearly straight ahead past Bowman RR. station (on right—16.4 M).

Continue through Randolph (19.4 M), passing right fork (20.5 M—short but poor road to Glen Cottage); shortly descend steep grades (22.9 M), crossing RR. (23.2 M). Thence direct past Gorham station B. & M. RR. (on left—24 M), crossing Grand Trunk RR. tracks (24.8 M); meeting the Berlin-Gorham road just beyond (24.9 M), follow trolleys on same over small bridge (25 M) to iron watering trough, center of

26 26 GORHAM, Mt. Madison House (on left, 1-10 M beyond).

ADDITIONAL ROUTES GREENFIELD TO BRATTLEBORO, EITHER FOR USE AS ALTERNATES ON THE FIRST PART OF NO. 1 OR FOR LOCAL RUNS.

1. Greenfield to Brattleboro via Turners Falls and Northfield

This is a few miles farther than through Bernardston (the option next following), but it is more picturesque and gives the tourist a number of miles more along the Connecticut River than the other routes. It also goes through Turners Falls, a most interesting town, and by the mouth of Millers River and French King, very interesting and picturesque spots, much visited by summer visitors. It runs through the main street of Northfield—one of the most beautiful as well as a typical old New England town. GENERAL DIRECTIONS ONLY.

From business center, where all Greenfield routes diverge, go east on Main St. to end of same, two blocks from "Common." Turn 90° left from Main into High St. (sign "Turners Falls" on right) straight ahead through residence district into excellent stretch of State Macadam. Avoid all left turns, winding along and through woodland, down long grade (caution) across Suspension Bridge over Connecticut River.

Continue across two RR. tracks (at grade); turn left, up hill. Take first right (top of grade), straight ahead on 3rd St., Turners Falls (3 miles). Keep direct through town across Main St., at right angles uphill to right onto State Macadam road leading toward Millers Falls, following same to cross roads on Montague Plain.

Turn left and cross bridge at mouth of Millers River, then left along Connecticut River past French King (Island on left) to Northfield Farms. Continue straight through Northfield Street and East Northfield; The Northfield Hotel and Garage, large red buildings on the right.

THE NORTHFIELD

EAST NORTHFIELD, Mass.

SUMMER SEASON JUNE TO NOVEMBER



Copyright 1907 by A. R. Levinger.

CONVENIENT CENTER FOR AUTOMOBILE TOURISTS

Situated in the beautiful Connecticut Valley, 200 miles from New York, 100 miles from Boston. On the regular route midway between New York and the White Mountains.

STEAM HEAT ELECTRIC LIGHTS PURE WATER
EXCELLENT TABLE REFINED SERVICE

One hundred and fourteen comfortable sleeping rooms, many en suite with private bath. Garage, Gasoline and Oil. Livery, Telephone and Telegraph Connections.

Secure reservations in advance. Send for Illustrated Booklet.

H. S. STONE, Asst. Manager

AMBERT G. MOODY, Manager

(Just above is the Northfield Seminary, the Moody school for girls.) Cross the Connecticut River by Schell Memorial Bridge to South Vernon, keeping straight through village; shortly turn sharp right under RR. and immediately left along tracks to and past Central Park station (on left). Follow main road; bearing left, across tracks again at Vernon station to and through covered bridge and along foot hills (on left).

Continue direct north, road parallel with RR, tracks practically all way into Brattleboro. Enter by Vernon St. to intersection, at right angles, of Railroad St.; turn left one short block on Railroad St. and 90° right across small bridge into Main St., business center of Brattleboro; **Brooks House. The E. R. Clark Auto Co., Garage.**

2. *Greenfield to Brattleboro via Bernardston and Northfield*

From Main St., business center, go north on Federal St. with trolleys; where tracks turn off keep straight ahead on through road. 5 1-2 miles out take right fork, curving left over Boston & Maine RR.; thence with same, entering by the main street into Bernardston, Mass. (seven miles from Greenfield).

At frame hotel turn sharp right; cross small iron bridge, keeping straight ahead again over RR. tracks. At foot of hill beyond (where left brings to South Vernon), bear right to new steel bridge across Connecticut River through the Northfield meadows. Then upgrade under Central Vermont RR. tracks to sharp left turn through Main St., Northfield and East Northfield; **The Northfield Hotel and Garage**, large red buildings on the right.

(Just above is Northfield Seminary, the Moody School for girls). Recross river by Schell Memorial Bridge, turning right to South Vernon, Vt., shortly turning sharp right under RR. and immediately left along tracks, etc., etc., as given in option No. 1.

Alternate to Brattleboro via Bernardston and Algiers—18 miles

From Main St., business center, Greenfield, go north on Federal St., with trolleys; where tracks turn off keep straight ahead on through road. 5 1-2 miles out take right fork and, curving left over B. & M. RR., follow same, entering by the main street into

BERNARDSTON, MASS.

7 miles from Greenfield

Continue straight north on main highway (RR. turns right to river), crossing interstate line to Algiers (17 miles). Go through, descending long downgrade; intersecting Brattleboro trolleys, follow them through Canal St., to left turn across brook into Main St., business center of

BRATTLEBORO

18 miles from Greenfield

Brooks House. The E. R. Clark Co., Garage.

HARRIS
OILS

The MEDIUM grade used in the Wayne at Detroit races, June, '07, and Gardham driving reports, "Did not have to change spark plug—no motor troubles—all worked perfectly."

SOUTH GARDNER TO WORCESTER, MASS.—28 MILES

Branching from Route No. 2 at South Gardner, providing a through line from Greenfield and points west to Worcester. General notes only.

Turn right from the Greenfield-Boston route at South Gardner (if starting from Gardner Center, follow car-tracks down Elm Street, past Union station to South Gardner, making the right turn already referred to). Continue direct but rather poor road to

HUBBARDSTOWN

8 miles from Gardner

Bear left through town on the Worcester Road; at Eagle Mills, just below, turn right and continue straight to North Rutland (12 miles). Beyond P. O. turn left, thence by direct road past Muschopauge station (on right) and through Jefferson to



HOLDEN

20 miles from Gardner

Continue through on State road, passing Chaffin's Pond (on right) and direct on more State macadam, passing also to right of North Pond, into Grove St., Worcester. At Chadwick Sq. bear right, passing between Rural Cemetery (on left) and Salisbury Pond (on right) to Main St. at Lincoln Sq. Direct south on Main St. to Front St. (City Hall on corner) center of all routes through

WORCESTER

28 miles from Gardner

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.

No one ever lost anything through careful driving; the reverse requires no comment—see the daily papers.

The
Incomparable

WHITE

The
Car for Service

WHITE WON QUAKER CITY ENDURANCE RUN

The single White Steamer entered in the Quaker City Endurance Run, Jan. 1st-2nd, 1908, scored a sweeping victory over the 27 gasoline cars of 23 leading makes which competed against it.

FITCHBURG TO WORCESTER—27 MILES

Branching from Route No. 2 at Fitchburg, providing a through line from points above Fitchburg, to Worcester. General notes only.

From Main St., center of city, cross B. & M. RR. tracks just west of depot, bearing left into Water St. Continue out Water St. with trolleys, keeping to right of RR. to Monument Sq.,

LEOMINSTER

5 miles from Fitchburg

Follow trolley from Sq. all way, except where tracks leave road for short distance, to Sterling (14 miles). Keep direct south through town, passing on western side of Wachusett Reservoir through Oakdale (17 miles), curving left into

WEST BOYLSTON

19 miles from Fitchburg

Leave West Boylston with trolleys, mostly State macadam to Summit station (where five roads converge). Cross tracks and bear left (trolleys and RR. keep straight ahead). Pass Greendale (on right) and direct on West Boylston St. to Chadwick Sq.

At Chadwick Sq. bear right, passing between Rural Cemetery (on left) and Salisbury Pond (on right) to intersection of Main St. at Lincoln Sq. Direct South on Main St. to Front St. (City Hall on corner),

WORCESTER

27 miles from Fitchburg

For hotels, garages, city map and various diverging routes, see title page, Worcester section, page 375.



Greenfield Section, Route No. 3

GREENFIELD TO TROY, N. Y.—78 MILES

Main thorofare via Charlemont, North Adams and Williamstown, over Hoosac Mountain. Connection from Williamstown to Bennington, Vt., and from North Adams to Pittsfield, Mass.

From business center, where all routes diverge, go west on Main St.; ignore right (north) turn of trolleys, keeping straight ahead to iron fountain in first fork. Bear left at fountain—Shelburne St.—downhill over iron bridge across Green River. Immediately beyond bridge turn right along river bank into the Shelburne Road, direct to and over Shelburne Mountain.

This is a stiff upgrade for about $\frac{3}{4}$ mile, but surface is good and ascent not so difficult as appears at first. No turns to Shelburne (5 miles); leaving Shelburne, bear right, shortly coming along Deerfield River, which follow to

SHELBURNE FALLS

9 miles from Greenfield

From Greenfield to Shelburne Falls is a cut-off of 5 miles as compared with the RR., which follows a downbend of the Deerfield River between these points.

Continue straight across river; at end of bridge turn sharp right and follow $\frac{1}{2}$ mile under RR. $\frac{1}{4}$ mile beyond bear right over RR. bridge, coming again to river, which follow past church at East Charlemont (12 miles) to

CHARLEMONT

17 miles from Greenfield

Same road continues along Deerfield River, unmistakable through Zoar (21 miles). Shortly beyond cross stream and follow along lower side of same to Hoosac Tunnel station (26 miles). Bear left up heavy grades over Hoosac Mountain to Florida hamlet (29 miles), passing above the RR. tunnel.

This is a hard climb, but it is made hundreds of times each summer.

From summit follow telephone poles down steep grades to eastern edge of North Adams. Go through "5-roads" to Eclipse Dam (Hoosac River) into Union St. to Eagle St. Turn left down Eagle St. about two blocks into Main St., business center of

NORTH ADAMS

35 miles from Greenfield

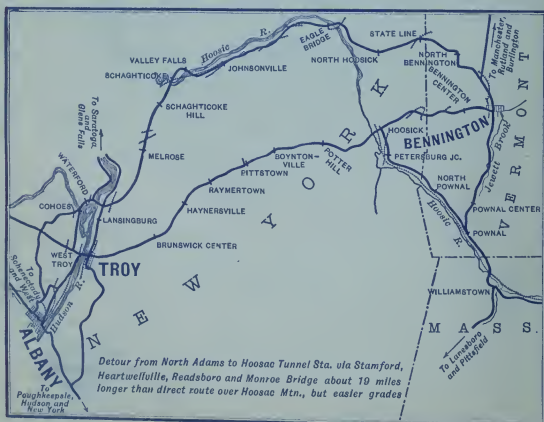
The New Richmond; The Wilson. Davenport's Fireproof Garage, 106 $\frac{1}{2}$ Main St.

TO AVOID HOOSAC MOUNTAIN BY A DETOUR ADDING 19 MILES: From Hoosac Tunnel station continue up along the Deerfield River, through Monroe Bridge; 1-4 mile beyond cross the Vermont line, keeping with river to Readsboro, Vt.; thence with the west branch of Deerfield River upgrade 5 miles to Heartwellville.

Turn left (southwest) with north branch of Hoosac River, down grade 6 miles to Stamford, direct on same road to Briggsville, Mass. Follow trolley to Eclipse Dam, entering on Union St., turning down Eagle St., about 2 blocks into Main St., North Adams (54 miles from Greenfield).

Further distances are computed from the shorter route across Hoosac Mt.

Go west out Main St., through business center of city, crossing bridge over south branch Hoosac River into West Main St. Cross RR. and



direct out West Main St. to left fork 1 mile from city; bear left and keep State Highway—fine macadam—all the way into

WILLIAMSTOWN

40 miles from Greenfield

Greylock Hotel.

At hotel turn 90° right, pass under B. & M. RR. tracks and bear left, following down the valley of the Hoosac River to Pownal, Vt. (45 miles). Go through town on direct road to North Pownal (49 miles) following the general course of B. & M. RR. to Petersburg Junction, N. Y. (52 miles).

Turn right; 1½ miles out turn left into the old Stone Road, which is a through route to outskirts of Troy. In wet weather travel this way is very difficult. Continue over Potter Hill through village of Boyntonville (61½ miles), taking left fork beyond through Pittstown to Raymer-town (67½ miles).

Straight ahead through Haynersville (70 miles) and Center Brunswick (73 miles). Enter downgrade over macadam into Hoosick St., turning left into Fifth Ave. (asphalt) to business center of

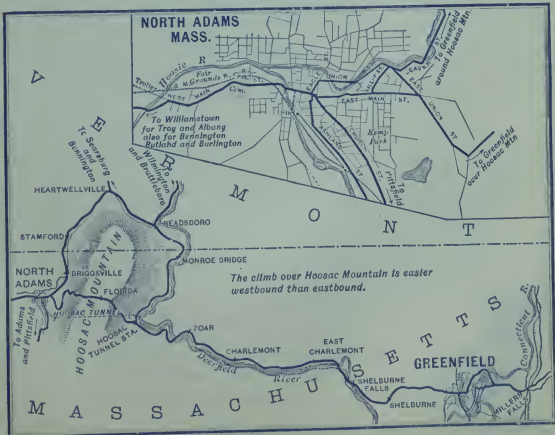
TROY

78 miles from Greenfield

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

CONNECTION FROM GREENFIELD-TROY ROUTE TO BENNINGTON, VT.

Follow the route as given from Greenfield through Charlemont (17 miles), and North Adams (35 miles) to Williamstown (40 miles). Continuing the run into Vermont, turn 90° right at the **Greylock Hotel**; pass under Boston & Maine RR. tracks, bear left and follow same down the valley of the Hoosac River to Pownal, Vt. (45 miles).



Here turn 45° to right and ascend from valley to Pownal Center (48 miles), going through direct north. Avoid left-hand fork at school-house, continuing direct into South St., which keep to intersection of East Main St. and West Main St., center of

BENNINGTON, VT.

14 miles from Williamstown
54 miles from Greenfield

For hotels, garages, city map and various diverging routes, see title page, Bennington-Rutland section, page 671.

Greenfield Section, Route No. 4

GREENFIELD TO PITTSFIELD, MASS.—56.4 MILES

Via Deerfield, South Deerfield, Whateley Center, Haydenville, Williamsburg, Goshen, Cummington and Dalton.

Of the various ways between Greenfield and Pittsfield, this will probably be found the best for general use; and it is in all respects to be preferred to the line over Hoosac Mt. and via North Adams—unless one especially desires to go that way for the scenery. It starts in nearly a direct line down the Connecticut River Valley, turning right 10.9 miles below for one of the natural routes across the mountainous country between that valley and Pittsfield.

FOR THIS AND OPTIONAL EXITS. SEE GREENFIELD CITY MAP, PAGE 461

MILEAGES
Total Intermediate

(A mountainous trip, not recommended Nov. 15 to May 1.)

o o GREENFIELD, Main & Federal Sts., business center.

Start south along east side of Common with soldiers' monument, downgrade with trolleys on Bank Row; pass under RR. (depot overhead to right—2-10 M), turning immediately left on Deerfield St. Follow car-tracks on macadam along Deerfield River, bending left at power house under RR. trestle (1.2 M); pass trolley bridge on right, turning 90° right immediately beyond (1.3 M), driving slowly through old covered bridge.

Leaving bridge, keep right, picking up trolleys, which follow under another RR. trestle (1.5 M) and through village of Deerfield (3.2 M) to end of street (3.8 M); here turn sharp left with car-tracks, which leave in passing (caution)



under RR. (4 M). 7-10 mile beyond (4.7 M) turn right over RR. bridge, picking up trolleys which follow, with left turn under RR. (5.4 M), keeping right on main road at fork (6 M).

Continue with trolleys over RR. bridge (7.1 M), direct to central 4-corners at South Deerfield (8.4 M); here (trolleys leave to left for Amherst), run straight ahead to fork (8.8 M). Take right over RR., passing under RR. (9.2 M) to 4-corners at iron watering trough (10.9 M); here turn 90° right to

- 11.7 .8 **WHATELY CENTRE.** (hotel on right-hand corner) turn right.
 12 .3 At fork keep left.
 13.2 1.2 Keep straight through 4-corners.
 13.5 .3 (Iron watering-trough) turn left across iron bridge, avoiding right-hand roads at both (13.7) and (13.8)
 16.9 3.4 At three corners bear right.
 17.9 1 Keep left fork.
 18.3 .4 Cross railroad.
 18.4 .1 **HAYDENVILLE.** (four corners) turn right and follow trolleys to end of line,
 20.6 2.2 **WILLIAMSBURG.** Turn left at hotel on left.
 20.7 .1 Cross iron bridge and keep right fork just beyond.
 25.7 5 **GOSHEN.**
 26.1 .4 Fork (large farmhouse in center), keep left.
 26.4 .3 Keep right fork.
 27.9 1.5 Cross iron bridge and keep left fork just beyond.
 28.7 .8 Avoid right fork.
 29.6 .9 Cross two small bridges at "Swift River."
 31.9 2.3 Turn left across iron bridge.
 32 .1 Keep right fork,
 32.7 .7 **CUMMINGTON.**
 33.2 .5 Keep right fork.
 35 1.8 Cross wooden bridge and turn immediately left through
 37.4 2.4 **WEST CUMMINGTON.**
 37.7 .3 Cross iron bridge.
 37.9 .2 At fork of three roads bear left through
 39.2 1.3 **EAST WINDSOR** (four corners), also through
 43.9 4.7 **WINDSOR** (store on left-hand corner).
Caution; drive slow for the next three miles to avoid bad water bars.
 44.8 .9 Keep left fork.
 47.2 2.4 Descend hill with bad rocks in road.

"QUALITY COUNTS"
Ask any Owner
See pages 20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

- 47.6 .4 At three corners keep left through
 50.7 3.1 DALTON.
 51.8 1.1 At small park bear right on fine macadam.
 53.1 1.3 Keep left fork and turn 90° left with trolleys at Berkshire Hotel immediately beyond.
 53.7 .6 Cross railroad.
 54.1 .4 Turn left with trolleys (brick schoolhouse).
 54.2 .1 Cross bridge over railroad and turn immediately right with trolleys to
 56.4 2.2 PITTSFIELD, park, center of city.

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

GREENFIELD TO RUTLAND, VT.—99 MILES

For a better though longer way, follow Route No. 1, this section, from Greenfield through Bellows Falls to Charlestown, N. H. Cross Connecticut River and follow main road through Springfield to Proctorsville, thence to Ludlow and Rutland; see the map.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

Follow Route No. 1, which see for full running details, from Greenfield to Bellows Falls (49 miles). Continue on west side of Rutland RR., north to Rockingham (55 miles), turning right at Rockingham long Connecticut River.

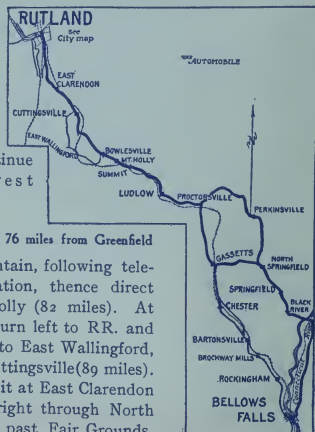
Thence up Black River through Springfield and North Springfield where turn left to Gassetts (67 miles). Due north with RR.; $2\frac{1}{2}$ miles out take left fork across RR. to Cavendish (71 miles); here cross RR., turn left and continue west, along same northwest through Proctorsville to

LUDLOW

Turn right on road up mountain, following telephone poles to Summit station, thence direct crossing RR. twice to Mt. Holly (82 miles). At Bowlesville, 1 mile beyond, turn left to RR. and right along same, crossing it to East Wallingford, where turn right direct to Cuttingsville (89 miles). Shortly cross RR. and recross it at East Clarendon station, direct with RR., on right through North Clarendon, across Cold River, past Fair Grounds, entering on Main St., to Park,

RUTLAND

For hotels, garages, city map and various diverging routes, see title page, Bennington-Rutland section, page 671.



99 miles from Greenfield

BRATTLEBORO TO CONCORD, N. H.—73 MILES

Via Winchester, Keene, Hillsboro Bridge and Henniker. Connecting at Keene for Peterboro, Milford and Manchester; also for Nashua.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

Leave Brattleboro by crossing bridge over Connecticut River, turning south following same, curving east to Hinsdale, N. H. (7 miles). Straight ahead up Ashuelot River, past Ashuelot station to Winchester (13



miles). Here turn left (north) past Forest Lake, through Westport (17 miles) and West Swanzey (20 miles) into

KEENE

26 miles from Brattleboro

Cheshire House.

Connection from this point is made via Marlboro, Monadnock, Dublin, Peterboro (45 miles), Lyndeboro, Wilton, Milford (64 miles), branching off north-east for Manchester (80 miles from Brattleboro), and Amherst to Nashua (75 miles from Brattleboro).

Take Washington St. to Sullivan St., bear right through East Sullivan (33 miles) and Munsonville, past pond on left (37 miles) to South Stoddard (40 miles). Straight ahead through North Branch (48 miles) to Hillsboro (50 miles). Turn right to Hillsboro Bridge (53 1-2 miles) from Brattleboro.

Curve left and follow RR. (crossing same 1 1-2 miles beyond), to Henniker (59 miles). Continue straight east (RR. bears southerly), through West Hopkinton (where cross RR.) and Hopkinton (66 miles). Straight ahead 1 mile, taking left fork; 1 mile further, at triple fork, take left and then right through Millville (72 miles), entering on Pleasant St. to Main St.,

CONCORD

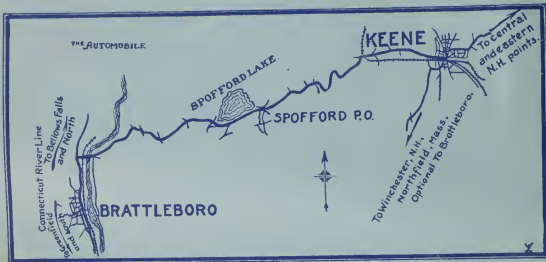
74 miles from Brattleboro

For hotels, garages, city map and various diverging routes, see title page Concord-Manchester section, page 585.

BRATTLEBORO TO KEENE, N. H. (ABOUT) 22 MILES

Outline running directions and approximate distances only via Spofford Lake. Mostly good roads throughout.

From center of city, follow single-track trolley up North Main St.; about 2 miles out turn right, straight ahead under RR. arch and across Suspension bridge over Connecticut River. At fork short distance beyond, bear left, following main road a trifle south of West Chesterfield village to Spofford Lake (10 miles); Pine Grove Springs Hotel, on left near east side of lake.



Continue on main road along south shore of lake through Spofford village (12 miles), following telegraph wires. Cross RR. still on main road, becoming West St. to square, center of Keene (22 miles); Cheshire House.

Pine Grove Springs Hotel Spofford, N. H.



Located in the Pine Belt of Southern New Hampshire on Lake Spofford half way between Brattleboro and Keene. Good roads for Automobiling

GOLF, TENNIS, BOATING, BLACK BASS FISHING

Rooms single or en suite, with or without bath

Season 1908, June 20th to October 1st

Garage and Supplies under the management of the hotel

J. H. STEARNS, Proprietor

ATKINS & MESSER, Managers

BRATTLEBORO TO BENNINGTON, VT.—TWO ROUTES

These routes are fragmentary and need verification; the Blue Book includes them as a general guide only for tourists desiring to make either run.

For this run there is a choice of two routes, viz.: (1) the longer (68 miles by Manchester), and (2) direct route, via Wilmington.

1. To Bennington via Manchester

Take Main St. north; bear left to Asylum, and follow west river road through West Dummerston (5 1-2 miles), to Williamsville (9 miles). Follow Central Vermont RR. (Whitehall Division) to New Fane (12 miles).

Bear right across RR.; then turn left to Townsend (16½ miles); turn sharp left to RR. (18 miles). Then turn right at RR. to West Townsend (21½ miles); follow RR. to Jamaica (24 miles).

Turn left away from RR. for 1 mile; then right. Then take left fork, following main road through Bondville (31 miles) and Windhall (36 miles) to Barnumville (40 miles). Straight ahead across RR., bearing left to

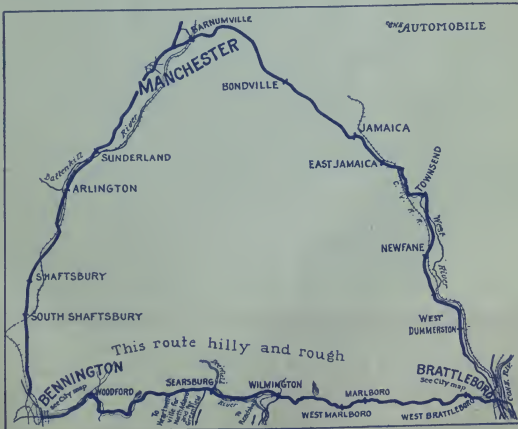
MANCHESTER

44 miles from Brattleboro

The Equinox. Garage in connection.

Follow main road to Sunderland (48 miles); and keep along RR. to Arlington (52 miles). Continue along main road past Shaftsbury Station to Shaftsbury (58 miles).

Take main road south to South Shaftsbury (61 miles); then follow RR. to North Bennington (63 miles); cross RR.; turn sharp left; follow main road to



See two line note under "2," on next page.

BENNINGTON

68 miles from Brattleboro

For hotels, garages, city map and various diverging routes, see title page, Bennington-Rutland section, page 671.

2. Direct route via Marlboro and Wilmington

This has been reported to the Blue Book as a hilly and dangerous route, but specific details are lacking. Special inquiry before starting the trip is advised.

From Main St. follow trolley, through High St. and Western Ave. to West Brattleboro (2 miles); continue west, take left fork and direct (with Round Mt. on right) through Marlboro (10 miles), again take left fork through West Marlboro (13 miles) to

WILMINGTON

20 miles from Brattleboro

Cross bridge and follow on north side of Deerfield River, crossing it again into Searsburg (25 miles) straight ahead away from river over Mountain, by Big Pond and Woodford City to Woodford (34 miles) where turn left and follow down winding road along small stream and turning right into Main St.,

BENNINGTON

40 miles from Brattleboro

For hotels, garages, city map and various diverging routes, see title page, Bennington-Rutland section, page 671.

Greenfield Section, Route No. 8

GREENFIELD TO SPRINGFIELD, MASS.—36.9 MILES

All way on west side of the Connecticut River, via the Deerfields, Northampton and West Springfield; with options (1) via city of Holyoke, (2) S. Deerfield to Northampton via the extreme river road.

FOR THIS AND OPTIONAL EXITS, SEE GREENFIELD CITY MAP, PAGE 461

(State macadam, alternating with fair-to-good dirt road,

practically throughout.)

MILEAGES
Total Intermediate

0 0

GREENFIELD, Main & Federal Sts., business center.

Start south along east side of Common with soldiers' monument, downgrade with trolleys on Bank Row; pass under RR. (depot overhead to right—2-10 M), turning immediately left on Deerfield St. Follow car-tracks on macadam along Deerfield River, bending left at power house under RR. trestle (1.2 M); pass trolley bridge on right, turning 90° right immediately beyond (1.3 M), driving slowly through old covered bridge.

Leaving bridge, keep right, picking up trolleys, which follow under another RR. trestle (1.5 M) and through village of Deerfield (3.2 M) to end of street (3.8 M); here turn

HARRIS
REGISTERED
OILS

Light — Medium — Heavy.
One of these grades is adapted
to your motor. Investigate.
Sold everywhere.

sharp left with car-tracks, which leave in passing (caution) under RR. (4 M). 7-10 mile beyond (4.7 M) turn right over RR. bridge, picking up trolleys which follow, with left turn under RR. (5.4 M), keeping right on main road at fork (6 M).

Continue with trolleys over RR. bridge (7.1 M), direct to central 4-corners at South Deerfield* (8.4 M)*; here (trolleys leave to left for Amherst), run straight ahead to fork (8.8 M). Take right over RR., passing under RR. (9.2 M) through 4-corners at iron watering trough (10.9 M—connection between E. Whately, on river, and Whately Center, 8-10 mile west).

***ALTERNATE S. DEERFIELD TO NORTHAMPTON:** for the extreme River Road (see map), turn left at this point (8.4 M), bearing right at foot of Sugar Loaf Mountain. Thence nearly direct south along river, passing through tobacco-growing region, with no towns to Hatfield, where turn right. Continue ahead short distance to Laurel Park, where cross RR. tracks and bear left into the direct road—about 1 1-2 miles longer.

Direct on poorer, sandy road (fall 1907), through 4-corners (11.4 M), bearing left under RR. (12 M); at fork (13.3 M) keep right on main road, swinging right under RR. (14.2 M) and immediately left over small iron bridge. Meeting trolley (17 M), follow same, turning 90° left over RR. (18.4 M) into King St., Northampton; continue under RR. (19.4 M) to business center; see city map bottom of page 495

19.9 19.9 **NORTHAMPTON,** King, Main & Pleasant Sts.

Draper Hotel. Northampton Garage Co., Pleasant St., next to P. O.

Straight ahead across Main St. into Pleasant St., under RR. (20.1 M); just beyond (20.3 M), turn right with trolley over iron bridge to end of road (20.5 M). Turn 90° left, direct on main road over iron bridge (22.2 M) and across RR. tracks (22.3 M); immediately beyond jog left and curve right past Mt. Tom station (on left), following car-tracks past Smith's Ferry station (on left—24.4 M).



Where trolleys leave to right (24.7 M), keep straight ahead; picking up tracks again (from right—26.6 M) follow them 1-7 miles to 4-corners* (28.3 M). Here (unless detouring into Holyoke*), run straight ahead on same road—skirting the outer edge of Holyoke in practically a direct line; cross trolleys at right angles (29.1 M), turning 90° left under RR. near Ingleside station (dangerous turn—30.3 M).

*The way into, through and out of Holyoke (HOTEL HAMILTON) is shown in full on the local map, page 495.

At fork short distance below (30.7 M) keep left on main road, picking up trolleys (from left—31 M); thence down the river road with car-tracks 3.8 miles to fork (34.8 M). Here (leaving trolley to right), take left on good macadam—closer along river into west Springfield, meeting car-line at right angles (35.6 M).

Turn 90° left with same across North End Bridge over Connecticut River (35.8 M), bearing right on Plainfield St. over RR. bridge (36.1 M) to Main St. (36.4 M). Keep right on Main St., following double car-tracks all way to RR. viaduct, central landmark, convenient to hotels and garages,

36.9 17 **SPRINGFIELD**, Main St., downtown business center.

For hotels, garages, city map and various diverging routes, see title page, Springfield section. page 397.

GREENFIELD TO SPRINGFIELD—47 MILES

Via Turner's Falls, Miller's Falls, Amherst, South Hadley Falls and Holyoke, on east side of Connecticut River as far as Holyoke. Alternate to the preceding route. General notes only, this way, map page 493.

From business center, where all routes diverge, go east on Main St. to end of same, two blocks from "Common." Turn 90° left from Main into High St. (sign "Turners Falls" on right), straight ahead through residence district into excellent stretch of State macadam. Avoid all left turns, winding along and through woodland, down long grade (caution); at foot of grade turn right across Suspension Bridge over Connecticut River.

Continue across canal and two RR. tracks (at grade); at fork immediately beyond turn left, uphill. Take first right (top of grade), straight ahead on 3rd St., Turner's Falls (3 miles). Keep direct through town,



HOW FAR FROM NEW YORK TO PARIS via
Alaska and Siberia?

THE WARNER AUTO-METER

on the THOMAS, the only speedmeter-odometer in the race, is accurately recording this distance.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



across Main St., at right angles, into State macadam following same near river to

MILLER'S FALLS

8 miles from Greenfield

Turn square right and follow RR. (ignoring right turn of trolleys), between Lake Pleasant (on right) and Lake Pleasant RR. station (on left). Two miles below turn right to Montague village (12 miles); then left, straight ahead with general course of Central Vermont RR.

Cross tracks twice from Montague to Hillsboro (18 miles) and keep direct south (avoiding all cross-roads) through North Amherst (21 miles). Pass State Agricultural College (on right) into

AMHERST

24 miles from Greenfield

Amherst House.

Continue south through town, crossing B. & M. RR., avoiding all cross-roads into the "Mountain Notch Road," several grades to Moody's Corner. Follow trolleys through South Hadley (34 miles) and over State macadam to South Hadley Falls (37 miles). Cross Connecticut River over County Bridge into Canal St. and straight ahead to left turn into Main St. (city map below)

HOLYOKE

38 1-2 miles from Greenfield

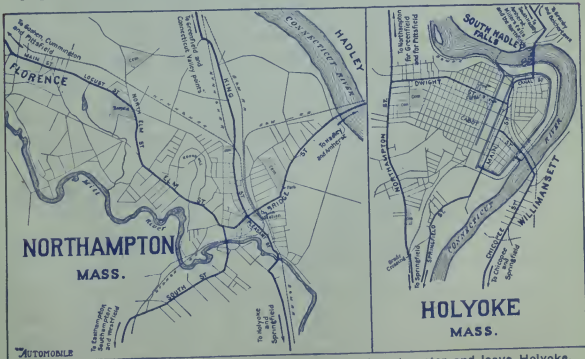
Hotel Hamilton.

Go through, following Main St. to end, bearing right on Springfield St., passing Driving Park (on left); thence with trolleys down the west side road, direct ahead to West Springfield (46 miles). Turn left, following trolleys over the North End Bridge across Connecticut River. Bear right through a portion of Plainfield St. to North Main St.; turn right and continue direct under RR. arch to business and hotel center of

SPRINGFIELD

47 miles from Greenfield

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.



Map of Northampton, Mass., also diagram showing how to enter and leave Holyoke, as well as the way to skirt the outer edge of this city on through trips without stop.

Holyoke to Springfield via Chicopee

This is an alternate run on the last part of the route just given. Desiring to reach Springfield this way, go through Main St., as before, to Cabot St., turning left on Cabot St. to cross Willimansett bridge over Connecticut River. Bear right past Willimansett village, following trolleys across Chicopee River into

CHICOPEE VILLAGE

6 1-2 miles from Holyoke

Keep right through Chicopee into North Main St., which follow direct to Main St., running under RR. arch to business and hotel center of

SPRINGFIELD

9 miles from Holyoke

For hotels, garages, city map and various diverging routes, see title page, Springfield section, page 397.

STOPPING ON THE ROADWAY

Travelers, whether on foot or in carriages, have a right to stop a reasonable time by the roadside for their own convenience, provided they do not unduly interfere with the rights of others. Thus hacks or omnibuses may stop to unload passengers. A traveler on foot may stop to tie his shoe or get a drink at a hydrant or fountain without losing his rights as a traveler. But this right must not interfere with the rights of others. Thus, it is unlawful for coaches to congregate in a crowded street and remain standing for an unreasonable length of time. And it has been held that where a man hitched his wagon so that the wheels extended into the beaten track, he was guilty of contributory negligence, and could not recover damages for an accident occasioned by a collision.

Greenfield Section, Route No. 11

GREENFIELD TO BURLINGTON, VT.—187 MILES

Connecticut River Valley line to White River Junction, Vt.; thence northwesterly across the Green Mountain State via Barre, Montpelier, Waterbury and Essex Junction.

Follow Route No. 1, which see for full running directions, from Greenfield to Brattleboro (25 miles), Bellows Falls (49 miles), Claremont (66 miles) and Windsor (77 miles) to

WHITE RIVER JUNCTION

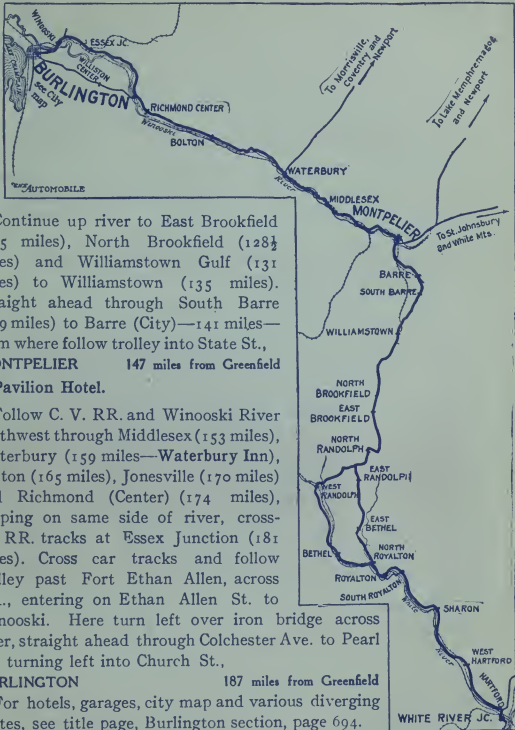
91 miles from Greenfield

Junction House.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

Turn left at station and shortly turn right across the White River at Hartford. Again turn left and follow river through West Hartford (97 miles) and along RR. through Sharon (103 miles) to South Royalton (109 miles). Here cross river and follow up west bank through Royalton (110½ miles) to North Royalton (112 miles), where take right fork away

from RR. and the main river following through East Bethel (116 miles) along second branch of White River and East Randolph (121 miles) to **NORTH RANDOLPH** 123 miles from Greenfield



Continue up river to East Brookfield (125 miles), North Brookfield (128½ miles) and Williamstown Gulf (131 miles) to Williamstown (135 miles). Straight ahead through South Barre (139 miles) to Barre (City)—141 miles—from where follow trolley into State St., **MONTPELIER** 147 miles from Greenfield

Pavilion Hotel.

Follow C. V. RR. and Winooski River northwest through Middlesex (153 miles), Waterbury (159 miles—Waterbury Inn), Bolton (165 miles), Jonesville (170 miles) and Richmond (Center) (174 miles), keeping on same side of river, crossing RR. tracks at Essex Junction (181 miles). Cross car tracks and follow trolley past Fort Ethan Allen, across RR., entering on Ethan Allen St. to Winooski. Here turn left over iron bridge across river, straight ahead through Colchester Ave. to Pearl St., turning left into Church St.,

BURLINGTON 187 miles from Greenfield

For hotels, garages, city map and various diverging routes, see title page, Burlington section, page 694.

LEAVING AUTOMOBILE ON STREET

It is not necessary that an automobile should be left attended in the street in the absence of the owner or chauffeur, but the machine, if left unattended, should be so locked or left that intermeddlers cannot start it. The autoist is not, as has been stated by a New York judge, compelled to chain the automobile to a post. All that need be done is to exercise reasonable care in leaving the machine so that mischievous parties, or others, cannot readily start the automobile in the absence of the owner or chauffeur. In a number of States it is expressly required by statute that when an automobile is left in the street unattended it must be locked or so left that it cannot be started by intermeddlers. It would be well to look up the statute of your State.

STOP AT
THE NEW AMERICAN, **LOWELL**
MASS.

FINEST Hotel in New England outside of Boston.
 Everything new and modern. Rooms, single
 and en suite, with private bath. Cuisine of the very
 highest order. Elevator. Steam heat in every room.

THE FRANKLIN HOUSE, **LAWRENCE**
MASS.

C. M. DICKEY, Proprietor

H. K. NOYES, Pres.

Tel. 1662

W. H. GREENE, Treas

Lowell Automobile Co.

Appleton Street and Post Office Avenue, Next Door to P. O.

LOWELL, MASS.



12,000 Square Feet of Floor Surface

CARS TO LET BY HOUR OR DAY

Local Agents for AUTOLINE OILS

A FULL LINE OF HIGH GRADE TIRES AND SUPPLIES

AGENTS FOR

STEVENS-DURYEA, BUICK, CADILLAC, KNOX, STANLEY, WINTON, POPE-HARTFORD

SEND FOR
Catalogue of Publications

On subjects of interest to those who make and use

AUTOMOBILES

ADDRESS

The Class Journal Company

FLATIRON BUILDING, MADISON SQUARE, NEW YORK CITY

LOWELL—LAWRENCE, MASS., SECTION

LOWELL HOTEL—The New American, Central St. near Merrimack St.

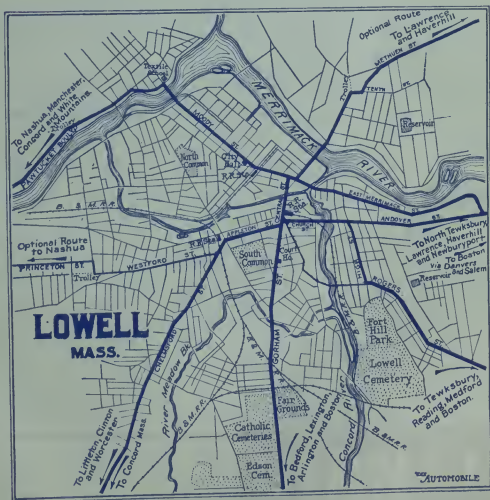
LOWELL GARAGE—Lowell Auto Co., Appleton St., next to P. O.

LAWRENCE—The Franklin, N. Broadway near RR. Station.

HAVERHILL—The Thorndike; Hill Motor Car Co., 108 Merrimack St.

ROUTES COVERED IN THIS SECTION

- No. 1. Lowell to Billerica, Burlington, Arlington, Cambridge and Boston, Mass.
- No. 2. " " Wilmington, Reading, Stoneham, Medford and Boston, Mass.
- No. 3. " " Billerica, Bedford, Lexington, Arlington and Boston, Mass.
- No. 4. " " Tyngsboro, Mass., Nashua, Manchester, Hooksett and Concord, N. H. (Nearly all the way along the Merrimack River.)
- No. 5. " " Littleton, Harvard, Clinton and Worcester, Mass.
- No. 6. " " Lawrence, Haverhill Groveland and Newburyport, Mass.
- No. 7. Lawrence to Andover, Reading, Medford, Cambridge and Boston, Mass., making an alternate Lowell-Boston route via Lawrence.



MAP SHOWING ROUTES THROUGH LOWELL, MASS., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE.
LAWRENCE MAP PAGE 513; HAVERHILL MAP PAGE 346.

LOWELL TO BOSTON, MASS.—26.5 MILES

Short through route via Billerica, Burlington, Arlington and Cambridge, entering Boston over Harvard Bridge, to which routes No. 2 and 3 are full alternates. Usually considered the quickest and best way.

FOR THIS AND OPTIONAL EXITS SEE LOWELL CITY MAP, PAGE 499

(Fine State macadam practically throughout; a few easy grades.)

MILEAGES
Total Intermediate

0 0

LOWELL, P. O., Gorham & Appleton Sts.

Run south on Gorham St. past Court House (on left—3.10 M), through Davis Sq. (6.10 M) under RR. (9.10 M) and over branch RR. (1.1 M). Pass cemetery (on right—1.7 M), avoiding right fork immediately below (for Chelmsford and Worcester); where trolleys turn left (3.6 M), run straight ahead, keeping left at fork (3.9 M).

Continue through 4-corners (4.1 M) to end of road (5 M); here turn left across iron bridge, keeping right at fork (5.1 M). Meeting trolley (from left—5.4 M), follow same across RR. (5.7 M) to junction of various roads at

6.3 6.3 **BILLERICA.** *(The Lowell-Bedford-Lexington-Boston route turns diagonally right at this point.)*

Direct through on main road with trolleys, keeping left at forks (7.1 M & 7.8 M), past Pinehurst Park (on left—9 M). At fork (11.4 M) where car-tracks bear left, take right, keeping right also (11.8 M) into hamlet of Burlington (11.9 M).

Continue on direct but winding State macadam through 4-corners (13.7 M), running diagonally across trolleys (14.7 M); more curves below. When trolleys come in (from left—16.8 M), follow them past Mystic Lakes (over to left); at fork (19.1 M), keep right to end of Mystic St. at intersection of Massachusetts Ave.,

19.2 12.9 **ARLINGTON.** *(The Lowell-Bedford-Lexington-Boston route comes in from the right.)*

Turn left with trolleys straight ahead over RR. tracks at North Cambridge Jct. (on right—20.9 M); at Porter Sq. (21.7 M), bear right immediately over RR. bridge. Continue on Massachusetts Ave. past Common (22.6 M), running along west side of Harvard College grounds to fork of streets and trolleys at

22.8 3.6 **HARVARD Sq., CAMBRIDGE.**

Turn 90° left along south side of College grounds, keeping right with trolleys at fork (23 M). Straight ahead with

HARRIS
(REGISTERED)
OILS

S. H. Steam Cylinder, the grade used and recommended by the Stanley Motor Car Co. to all its patrons.

car-tracks through Central Sq. (23.7 M), stone block pavement over R.R. tracks (24.3 M) to Harvard Bridge (24.6 M).

Cross Charles River into Massachusetts Ave., Boston (25 M), straight ahead across Commonwealth Ave. (25.1 M) to intersection of Boylston St. (25.3 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—25.6 M) and Institute of Technology (on left—26 M), running along south side of Public Garden and Common,

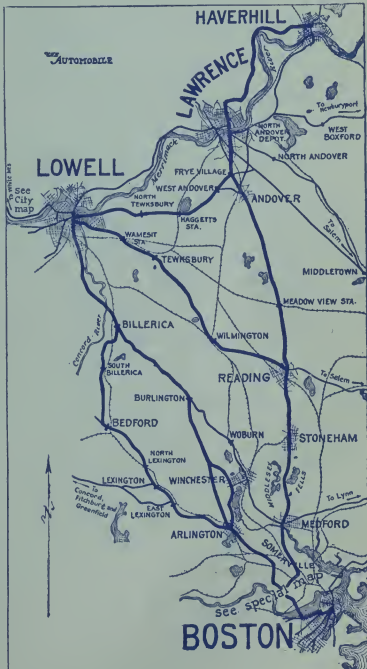
26.2 3.7 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

NOTE ON MAP

This map shows in their proper geographical relation the three most-used routes between Lowell and Boston; also the direct line to Boston from Lawrence and Haverhill, as well as the best connections between Lowell-Lawrence and Haverhill, following in a general way the course of the Merrimack River. Of the three Lowell-Boston routes (all good), the intermediate one via Billerica, Burlington and Arlington (No. 1), is the shortest; and the best time can usually be made that way.

No. 2—the more easterly route via Tewksbury, Wilmington station, Reading, Stoneham and Medford, and a trifle the longest of the three—uses in part the parkways of Middlesex Fells; and, from Reading down, coincides with approximately half of the Lawrence-Boston route. The more westerly route via Bedford, Lexington and Arlington is an excellent alternate to either of the other two, and combines with them in offering the tourist a choice of fine round trips between Lowell and Boston.



Many a tow home behind a "haymotor" could have been avoided by carrying a spare chain, or at least a few spare links, in the toolbox; and the same may be said of a number of small parts. The autoist should make a point of carrying duplicates of the parts that are most likely to give trouble.

LOWELL TO BOSTON, MASS.—28.9 MILES

Via Tewksbury, Wilmington Station, Reading, Stoneham, Middlesex Fells, Medford, Somerville and Cambridge, entering Boston over Harvard Bridge, to which routes No. 1 and 3 are full alternates.

FOR THIS AND OPTIONAL EXITS SEE LOWELL CITY MAP, PAGE 499

MILEAGES
Total Intermediate

(Fine state macadam practically throughout; a few easy grades.)

0 0 **LOWELL**, Central, Appleton & Church Sts.

Run east on Church St. across RR. and bridge over Concord River (3-10 M) into Andover St., turning 90° right (4-10 M) into High St. Follow trolley to Rogers St. (Moody School on left); here (8-10 M) turn left with car-tracks direct to and across RR. at Wamesit station (2.7 M).

At fork (3 M), bear left direct to small park, Tewksbury (4.5 M); keep to right leaving town, fine macadam, with trolleys, past Silver Lake (on right—8.6 M). Pass overhead RR. bridge (on right—9.7 M); caution for bad grade crossing (10 M).

Continue past 2nd overhead RR. bridge at Wilmington station (on right—10.1 M) at fork (10.5 M) keep left on main road (car-tracks bear right). Direct through 4-corners (11.5 M) and across RR. bridge (12.5 M); at fork (13.4 M), again keep left on main road (trolleys bear right), picking up car-tracks again (from right—13.9 M), entering

14.2 14.2 **READING**, small park at fork of streets and trolleys.

Curve right on main road across RR. tracks (14.5 M), picking up trolleys (from right—14.7 M)—caution for tracks crossing road (15.6 M). Thence direct across RR. at Farm Hill station (on left—16.9 M) into Main St. to square, center of

17.4 3.2 **STONEHAM**. *(Right turn leads to Woburn; left turn to Wakefield.)*

Where trolley leaves (to right—17.7 M), keep straight ahead through 4-corners (18.2 M), following main-traveled road into Middlesex Fells, running along the west side of Spot Pond (19.6 M). At fork (20.9 M) keep right into Forest St., direct road—without car-tracks—to fork of streets and trolleys at

21.8 4.4 **MEDFORD**, Main & Forest Sts.

Straight ahead with trolleys across bridge over Mystic River (21.9 M) to fork, Tufts Sq. (23 M); here leave car-tracks to left, running direct to fork of 5 streets at Magoon Sq., Somerville (23.3 M). Cross Broadway, now with trolleys (picked up from right at Magoon Sq.) to fork at watering trough (Winter Hill station on right, 24.1 M).

Leaving trolleys to left, keep to right up slight grade over RR. bridge; picking up double car-tracks (from right—24.4 M), follow same to 4-corners short distance beyond (24.7 M—double trolleys spread 4 ways). Turn 90° right

on Washington St. to head of Prospect St. at Fire Dept. station (on left—24.9 M).

Turn 90° left down Prospect St. past Fire House (on right), straight ahead over RR. bridge (25.2 M)—caution for trolley crossing at end of short, sharp grade. Straight ahead on Prospect St.; picking up trolleys (25.3 M), follow tracks to 4-corners at Central Sq., Cambridge (26.1 M); here turn 90° left on stone block pavement over RR. tracks (26.7 M) to Harvard Bridge (27 M).

Cross Charles River into Massachusetts Ave., Boston (27.4 M), straight ahead across Commonwealth Ave. (27.5 M) to intersection of Boylston St. (27.7 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—28 M) and Institute of Technology (on left—28.4 M), running along south side of Public Garden and Common,

28.9 7.1 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Lowell Section, Route No. 3

LOWELL TO BOSTON, MASS.—28 MILES

Via Billerica, Bedford, Lexington, Arlington and Cambridge, entering Boston over Harvard Bridge, to which routes Nos. 1 and 2 are full alternates.

This route—the start and finish of which are identical with No. 1—is for a trifle over half the way a distinct line, making an excellent alternate run between Lowell and Boston via Bedford and Lexington. Somewhat less used for such through trips than either of the preceding routes, it affords an opportunity to run through historic Lexington without material difference in time and mileage.

FOR THIS AND OPTIONAL EXITS SEE LOWELL CITY MAP, PAGE 490

MILEAGES
Total Intermediate

(Direct route to Bedford Springs and Fawn Lake.)

0 0 LOWELL, P. O., Gorham & Appleton Sts.

Run south on Gorham St. past Court House (on left—3-10 M), through Davis Sq. (6-10 M) under RR. (9-10 M) and over branch RR. (1.1 M). Pass cemetery (on right—1.7 M), avoiding right fork immediately below (for Chelmsford and Worcester); where trolleys turn left (3.6 M), run straight ahead, keeping left at fork (3.9 M).

Continue through 4-corners (4.1 M) to end of road (5 M); here turn left across iron bridge, keeping right at fork (5.1 M). Meeting trolley (from left—5.4 M), follow same across RR. (5.7 M) to junction of various roads at

6.3 6.3 BILLERICA. *(The Lowell-Burlington-Arlington-Boston route runs straight ahead through the town.)*

[General description and approximate mileage only next 5.3 miles to Bedford.] Bear right and at fork short distance beyond turn right across RR.; thence on main road through South Billerica, passing a short distance west of Bedford Springs and Fawn Lake. At fork (11.3 M) bear left direct into village of

11.6 5.3 **BEDFORD**, Hotel Sweetwater.

Straight ahead across RR. (11.8 M—picking up trolley from right—12.1 M); at fork (12.3 M) keep right with trolleys, and also right with trolleys at fork (12.6 M). Pass Lexington Park (on left—13.2 M), crossing RR. 14.7 M), keeping right along east side of common to statue of "Minute Man" at farther corner of same,

15.7 4.1 **LEXINGTON**. (*Route from Concord comes in along south side of Common.*)

Turn 90° left straight ahead from Common, keeping right at fork (16.1 M—left is Woburn St. for coast points north of Boston). Thence direct along Massachusetts Ave. with trolleys through Arlington Heights across RR. tracks at

20.7 5 **ARLINGTON**. (*The Lowell-Burlington-Arlington-Boston route comes in from left by Mystic St. immediately beyond RR.*)

Straight ahead past Soldiers' Monument (on left—20.8 M), with trolleys over RR. tracks at North Cambridge Jct. (on right—22.4 M); at Porter Sq. (23.2 M), bear right immediately over RR. bridge. Continue on Massachusetts Ave. past Common (24.1 M), running along west side of Harvard College grounds to fork of streets and trolleys at

24.3 3.6 **HARVARD Sq., CAMBRIDGE**.

Turn 90° left along south side of College grounds, keeping right with trolleys at fork (24.5 M). Straight ahead with car-tracks through Central Sq. (25.2 M), stone block pavement over RR. tracks (25.8 M) to Harvard Bridge (26.1).

Cross Charles River into Massachusetts Ave., Boston (26.5 M), straight ahead across Commonwealth Ave. (26.6 M) to intersection of Boylston St. (26.8 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—27.1 M) and Institute of Technology (on left—27.5 M), running along south side of Public Garden and Common,

28 3.7 **BOSTON**, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

NECESSITY FOR PROPER BRAKE INSPECTION.

Autoists who employ drivers should make insistent inquiries every week as to the condition of the brakes, and owners who do not employ drivers should rigidly look after the matter themselves. By jacking up the back wheels of a car the brakes can be easily tested. The side brake lever can be put half-way on the notched quadrant to find if the brake is holding the back wheels and holding them evenly. By advancing the lever notch by notch one can discover at what point the wheels are locked and at this point the lever should still be able to move forward on the quadrant. The foot brake can be tested out in the same manner. Have the driver sit in his seat and press the foot pedal while you test the wheels. When the wheels are locked the pedal must not have been pressed down to the floor board but must still have space underneath to allow of more forceful application.—From *The Automobile*,

LOWELL TO CONCORD, N. H.—51.5 MILES.

Via Tyngsboro, Mass., NASHUA, Hooksett and MANCHESTER, N. H., forming part of the through route from Boston or (Worcester and points below) to central New Hampshire and the White Mountains.

This route—following the valley of the Merrimack River practically all the way—is the central and in some respects the best natural thoroughfare to and from central New Hampshire and the White Mountains. At the present writing (fall 1907) new construction is in process at several points, with the likelihood that 1908 travel will be somewhat interfered with on that account.

However, we do not consider this situation a bar to any trip planned this way, as the district as a whole is well suited for short detours (usually by crossing to the nearly-parallel route on the opposite side of the river). For such inconveniences, that part of the improvements already finished will partly compensate; but there will, naturally, be more or less variation in the mileage until the work on this line as a whole is more complete.

FOR THIS AND OPTIONAL EXITS SEE LOWELL CITY MAP, PAGE 499

(Leaving Lowell by the Boulevard on the north side of the Merrimack River to Tyngsboro Bridge.)

MILEAGES
Total Intermediate

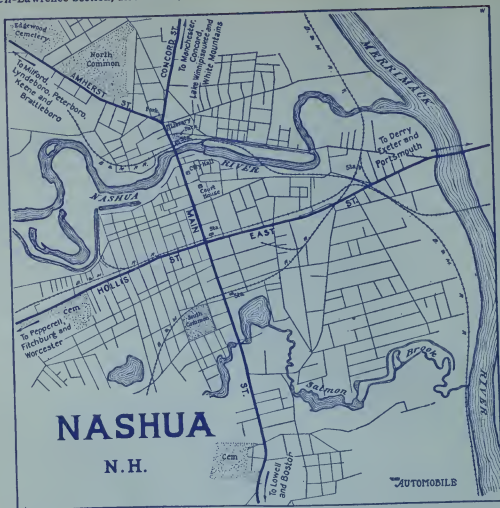
o o LOWELL, P. O., Central & Appleton Sts.

(Stone block pavement in business center only.) Start nearly north on Central St. to end of same at Merrimack St. (3-10 M), turning 90° left on Merrimack St. over RR. (5-10 M); at fork immediately beyond—small park and City Hall on left—bear right into Moody St. (no trolleys). Continue on Moody St. (asphalt from 7-10 M); picking up car-tracks (from left—1.2 M), follow same across bridge over the Merrimack River (1.3 M).

Turn first left beyond bridge (leaving trolleys straight ahead); thence on main road along river, picking up cartracks (which turn in from a second bridge over river—1.7 M). Follow trolleys 4-10 mile to fork (2.1 M); here (leaving tracks to right), run straight ahead on fine State Macadam—sign "Boulevard to Tyngsboro."

Direct and unmistakable on Boulevard, skirting the upper side of the Merrimack, past small bridge leading to Country Club (on left—5.7 M) to end of road (7.8 M). Turn 90° left (leaving the east side route—optional but inferior way to Nashua—to right) across iron bridge over





Map of principal routes into, through and out of Nashua, N. H., the only city between Lowell and Manchester.

river to west side; at end of road leaving bridge turn 90° right, village of
 7-9 7-9 **TYNGSBORO.** (*West side route now used all way to Nashua and Manchester.*)

At iron watering trough in fork just above (8 M) keep right on main road and left on main (widest) road at next fork (8.1 M), meeting fine new macadam (at 9.9 M, fall 1907). Continue straight ahead past branch road (on left—11.5 M); but at fork (12.9 M) keep right, picking up trolley.

The Home of Tourists and
Automobilists

First-class Garage Connected

Tremont House

Leading Hotel

Nashua, N. H.

GRAHAM & BELL, Proprietors

Rates
\$2.00 and \$2.50 Per Day

Thence with car-line over RR. tracks (at Ottersson St. station—on right, 14.1 M; and again at Main St. station—on right, 14.4 M), direct into center of

14.5 6.6 NASHUA, Main & Pearl Sts., business center.

Tremont House. Pollard's Auto Station, 230 Main St.

Occasional stretches of lowland along the Merrimack Valley are somewhat flooded in extreme wet weather, but soon regain average good condition after a clearing.

Continue up Main St. across bridge (Nashua River—14.7 M), to park with monument in fork just beyond (14.8 M); here take right with trolleys on Concord St. to end of line (15.9 M). Thence direct along the River Road, keeping right at fork (18.1 M) past cemetery and through 4-corners at hamlet of Thornton's Ferry (20.4 M).

Cross iron bridge (21.9 M), keeping straight ahead at fork short distance beyond (22.1 M—right fork comes back into same road above); at fork (22.7 M) keep right, straight ahead into hamlet of Merrimack (24 M). At next fork (24.4 M) again keep right, following main highway through Reed's Ferry (shown on maps, but no town), curving right (28.8 M) direct to prominent fork just below West Manchester (30.3 M).



Map of principal automobile routes into, through and out of Manchester, N. H.

RIVERSIDE INN

HOOKSETT, N. H.

On Main Route between Manchester, Concord and White Mountains



LOCATED ON BANKS OF MERRIMAC RIVER

Superior Accommodation for Automobile Tourists

SUITES WITH BATHS

TELEPHONES THROUGHOUT

AMERICAN AND EUROPEAN PLANS

STRICTLY FIREPROOF GARAGE under same Management

WM. H. HURD, Proprietor

Manchester, N. H. Automobile Station

42-48 Pleasant Street

Agents for Maxwell and Pope-Waverly Cars

Touring cars cared for by experienced and competent help. Unsurpassed facilities for Repairing, both Mechanical and Electrical.



Garage Open Day and Night.
Automatic Sprinkler System.

Storage, Oils and Supplies.
Ignition Batteries Charged.
Public Telephone, 8030
Local, 498

Brodie Electric Co.,
E. H. FOGG, Manager.



HADLOCK'S AUTOMOBILE GARAGE

Cor. Bridge and Elm Streets

Opposite New City Hotel

Storage

Repairs

Supplies

Manchester, N. H.

Always Open

Telephone, 413

Here keep left on South Main St. (right is 2nd St.—not so good an entrance), which follow across RR. (grade—31.5 M), keeping right at fork (31.7 M) over iron bridge (Granite St. Bridge—31.9 M). Continue straight ahead on Spruce St. past RR. station (on right—32.1 M); 2-10 mile beyond (32.3 M), turn 90° left up Elm St. (principal business street) to small park on right, center of

32.4 17.9 MANCHESTER, Elm St. at Merrimack Square.

New City Hotel; New Manchester. Brodie Electric Co., 42 Pleasant St., Garage; Hadlock's Garage, Bridge & Elm Sts.

Continue up Elm St. 1 mile to W. Salmon St. (33.4 M), where turn left over Amoskeag Falls Bridge (33.6 M); at watering trough in fork (33.9 M), bear right into the River Road, straight ahead past Country Club grounds (on right—35.6 M). At fork (36 M) keep right on main road 3.1 miles to next fork (39.1 M), where again keep right to fork (hotel on left),

41 8.6 HOOKSETT, Riverside Inn.

Immediately beyond turn 90° right across RR. and through covered bridge to east side of Merrimack River; meeting trolley leaving bridge (41.3 M), turn (first) left with same. Cross RR. (44 M) direct into and through village of Suncook (44.3 M); here (leaving trolley to right—44.4 M), take left fork upgrade, picking up car-tracks (from right—45 M).

Continue on same road through hamlet of Pembroke (45.4 M); where trolleys turn left 1.6 miles beyond (47 M), go straight ahead to irregular 4-corners (48.8 M). Take left, following main road through covered bridge to the west side of the Merrimack River (50.2 M); just beyond (50.3 M) turn right over RR. bridge (50.7 M) direct with trolleys up South Main St. to center of

51.5 10.5 CONCORD, Main St., opposite State Capitol.

For hotel, garage, city map and various diverging routes, see title page, Concord-Manchester section, page 585.

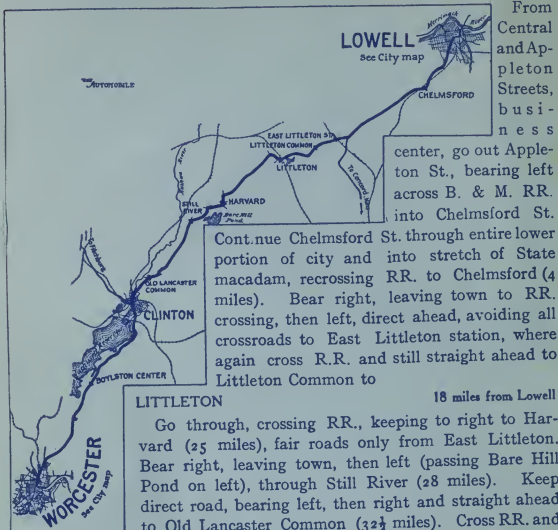
The **WHITE** The
Incomparable Car for Service

PERFECT SCORE IN THE HARRISBURG ENDURANCE RUN

The White made a perfect score in the Harrisburg Endurance Run of the Motor Club of Harrisburg, May 6th-7th, 1907, the contest being so severe that less than one-half of the contestants even finished officially.

LOWELL TO WORCESTER, MASS.—47 1-2 MILES

Via Chelmsford, Littleton, Harvard and Clinton; general directions and approximate distances only.



**The Warner
Auto-
Meter**

The only speed indicator which is absolutely **ACCURATE, READABLE and DEPENDABLE** at all speeds on all roads and under all conditions. Ask for the proof.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



LOWELL TO LAWRENCE (11.5 MILES), HAVERHILL (21 MILES) AND NEWBURYPORT, MASS (34.3 MILES).

Via W. Andover and Frye Village to LAWRENCE, skirting the north side of the Merrimack River to HAVERHILL; thence through Groveland and W. Newbury to NEWBURYPORT. Connection at Lawrence for Boston (via Reading).

FOR THIS AND OPTIONAL EXITS SEE LOWELL CITY MAP, PAGE 499

(Roads mostly good—State macadam gradually extending—a few short stretches of dirt road, 1907.)

MILEAGES
Total Intermediate

0 0

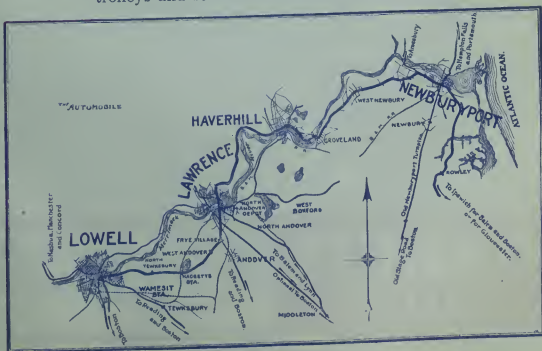
LOWELL, Central, Appleton & Church Sts.

Run east on Church St. across RR. and bridge over Concord River (3-10 M) into Andover St.; picking up trolleys (from left—6-10 M), follow them, keeping right at fork (2 M—sign "Andover"). At next fork (2.5 M) also keep right, passing branch road on right (3.4 M—leading to Tewksbury).

Continue on narrower, fair road, taking left at fork (4.8 M), across RR. at Haggett's station (on left—5.4 M), passing Haggett's Pond (on left) just beyond. Straight ahead through 4-corners (5.6 M); meeting macadam (at 6.9 M, 1907), follow same, keeping left at fork by stone church (7.9 M).

Direct through 4-corners, W. Andover (8 M), same thoro-fare becoming Lowell St. to intersection (at right angles) of trolley at hamlet of Frye Village (9.1 M). Turn 90° left; at prominent fork (9.3 M) keep left with trolleys to end of macadam (9.7 M) onto poor pavement (Broadway, South Lawrence).

Cross several RR. tracks at S. Lawrence station (10.8 M—dangerous), straight ahead with trolleys across iron bridge (Merrimack River—11.2 M). Immediately cross trolleys and several RR. tracks (11.3 M—very dangerous),



running along RR. yards (on left) into

11.5 11.5 LAWRENCE, Broadway & Essex St.

Turn 90° right into Essex St. through central business section to intersection of Jackson St. (12.1 M); here turn 90° left up Jackson St. past "Common" on left to Shaw St. (branching right 13.1 M—just 1 mile from the turn from Essex St. into Jackson St.). Turn right; when trolleys come in (from right—13.2 M), follow same—with right curve (13.6 M) to 3-corners (14.1 M).

Keep left with car-tracks on fine state macadam (not entirely complete, 1907); at next fork (17.3 M), keep right with trolleys, same thorofare becoming River St., Haverhill. Continue under RR. at station (on left—20.5 M) on Washington St. to Merrimack Sq. (20.7 M); direct through, same thorofare becoming Merrimack St. to intersection of Main St., center of

21 9.5 HAVERHILL, Main, Merrimack & Water Sts.

Hill Motor Car Co., 108 Merrimack St.

Straight ahead across Main St. into Water St., keeping right along river with trolley at two forks (21.4 M & 21.8 M). Curve right (23.4 M) across bridge over Merrimack River (23.6 M), keeping to left at fork just beyond (23.7 M), village of Groveland.

Follow trolleys through town, keeping right at fork (24.5 M) direct to and through West Newbury (26.8 M). Pass church (on left—29.4 M), winding curves uphill (30.7 M) past Fair Grounds (on left—31.6 M), becoming Wesley St. on outskirts of Newburyport.

Where road from Amesbury comes in from left (32.3 M) curve right with car-tracks into High St., direct to and across RR. bridge (33.8 M); immediately beyond continue straight ahead (leaving trolleys to left). Pass Court House and park (on right—34.1 M); meeting car-tracks at intersection of State* St. just beyond (34.2 M) turn 90° left one block to intersection of Washington St.,

34.3 13.3 NEWBURYPORT, State & Washington Sts.

*Running without stop from this route to Ipswich, Gloucester or Boston, keep straight ahead on High St., picking up the Newburyport-Boston route, saving one block in and out, same way. For connecting routes to Boston or Gloucester, see pages 557-562.

For hotels, garages, city map and various diverging routes, see title page Newburyport-Portsmouth section, page 555-557.

<p>HARRIS (REGISTERED) OILS</p>	<p>Light grade for the Berliet used at the factory and branches.</p>
---	--



Map of principal automobile routes into, through and out of Lawrence, Mass.

Lowell-Lawrence Section, Route No. 7

LAWRENCE TO BOSTON, MASS.—27.9 MILES

Short through route via Andover, Reading, Stoneham, Middlesex Fells, Medford, Somerville and Cambridge, entering Boston over Harvard Bridge. For connections into this route from Newburyport or Haverhill, see 1st part of Newburyport-Haverhill-Lawrence-Lowell-route, pages 563-564.

FOR THIS AND OPTIONAL EXITS SEE LAWRENCE CITY MAP ABOVE

(Fine State macadam and parkway throughout except city streets leaving Lawrence and through Somerville-Cambridge.)

MILEAGES
Total Intermediate

0 0 **LAWRENCE**, Essex St. & Broadway.

Run nearly south on Broadway along RR. yards—caution for dangerous grade crossing (2-10 M), with bad curve of trolleys immediately beyond. Continue straight ahead over iron bridge (Merrimack River—3-10 M), into S. Broadway—trolleys and rough pavement—another dangerous RR. crossing at S. Lawrence station (7-10 M).

Follow car-tracks (good macadam from 1.8 M) through hamlet of Frye Village (2.4 M—right turn leads to W. Andover and Lowell). Direct through, crossing RR. bridge (3.3 M) to fork of streets and trolleys, center of

3.7 3.7 **ANDOVER**, Phillips Inn.

Straight ahead down Main St. with car-tracks, passing between buildings of Phillips Exeter Academy (4.3 M)—

caution for trolleys crossing road (4.7 M). Continue on fine macadam past small lake (on right—7.9 M), crossing RR. tracks (9.6 M—Meadow Brook station over to left), and passing round tower (over to right—12.6 M) into

13.2 9.5 READING. (*Route from Lowell and Wilmington station comes in from the right.*)

Run nearly straight ahead on main road across RR. tracks (13.5 M), picking up trolleys (from right—13.7 M)—caution for tracks crossing road (14.6 M). Thence direct across RR. at Farm Hill station (on left—15.9 M) into Main St. to square, center of

16.4 3.2 STONEHAM. (*Right turn leads to Woburn; left turn to Wakefield.*)

Where trolley leaves (to right—16.7 M), keep straight ahead through 4-corners (17.2 M), following main-traveled road into Middlesex Fells, running along the west side of Spot Pond (18.6 M). At fork (19.9 M) keep right into Forest St., direct road—without car-tracks—to fork of streets and trolleys at

20.8 4.4 MEDFORD, Main & Forest Sts.

Straight ahead with trolleys across bridge over Mystic River (20.9 M) to fork, Tufts Sq. (22 M); here leave car-tracks to left, running direct to fork of 5 streets at Magoon Sq., Somerville (22.3 M). Cross Broadway, now with trolleys (picked up from right at Magoon Sq.) to fork at watering trough (Winter Hill station on right 23.1 M).

Leaving trolleys to left, keep to right up slight grade over RR. bridge; picking up double car-tracks (from right—23.4 M), follow same to 4-corners short distance beyond (23.7 M—double trolleys spread 4 ways). Turn 90° right on Washington St. to head of Prospect St. at Fire Dept. station (on left—23.9 M).

Turn 90° left down Prospect St. past Fire House (on right), straight ahead over RR. bridge (24.2 M—caution for trolley crossing at end of short, sharp grade. Straight ahead on Prospect St.; picking up trolleys (24.3 M), follow tracks to 4-corners at Central Sq., Cambridge (25.1 M); here turn 90° left on stone block pavement over RR. tracks (25.7 M) to Harvard Bridge (26 M).

Cross Charles River into Massachusetts Ave., Boston (26.4 M), straight ahead across Commonwealth Ave. (26.5 M) to intersection of Boylston St. (26.7 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—27 M) and Institute of Technology (on left—27.4 M), running along south side of Public Garden and Common,

27.9 7.1 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

REMEDY FOR A NOISY TOOL BOX

One of the most annoying things to a driver of an otherwise quiet car is a metallic rattle as if something were loose and shaking about. This is quite often caused by loose tools rattling about in the tool box. The boxes that seem to cause the most trouble are those placed on the running board, though most any of them are defective in this respect. Of course, when first delivered by the agent the tools are carefully wrapped up in cloth or placed in canvas bags.

As soon as the newness wears off, however, these makeshift noise deadeners are thrown away, as too much of a nuisance. Packing the box full of cotton-waste usually stops the rattle, but is in itself a great bother, as one has to fish around in the waste to find the right tool, which always seems to be at the bottom. The following remedy is very convenient and easy to apply.

Take an old inner tube that is past repair and cut it into strips about 2 inches wide and of a length a little longer than the box. Then tack one end of the strip to a corner on the inside of the box. Fasten the strip at unevenly spaced points along its length with large headed tacks or screws. The pockets thus formed make very good tool holders. The rubber holds the tool fast against the side of the box, and will not only prevent rattling, but also be very convenient, as it is easy to place a tool in the pockets, most any shaped tool fitting into any of the pockets, as the tube has great elasticity.—Exchange.

LOCAL STATIONS

Displaying this Sign



AUTOMOBILE
OFFICIAL  **BLUE-BOOK**
STATION

Have been recommended to the Publishers of This Book
by Local Autoists as Stations of the Best
Standing in Their Vicinity

New Bedford, Mass.

S. C. LOWE GARAGE

—NEVER CLOSED—

Agencies Locomobile, Oldsmobile, Franklin

Full stock of Parts and Tires, all sizes
Batteries charged. Vulcanizing Plant

MACHINE SHOP

CARS WITH CHAUFFEURS FOR HIRE

TELEPHONE 1203

22 Fourth Street

TABITHA INN

See city map on page 518

Fairhaven, Mass.



JUST ACROSS THE RIVER FROM NEW BEDFORD

For People of Refined Taste. Suits the Most Fastidious
Magnificently Furnished. All the Latest Improvements

MRS. K. M. PRICE, Proprietor

NEW BEDFORD, MASS.

OPPOSITE CITY HALL
18 MARKET STREET

D. L. Parker & Co. Auto Station

STORAGE, REPAIRS AND SUPPLIES
OPEN DAY AND NIGHT

NEW BEDFORD—CAPE COD SECTION

NEW BEDFORD—D. L. Parker & Co., Auto Station, 18 Market St.;
S. C. Lowe, Garage, 22 4th St. (For hotel see Fairhaven below.)

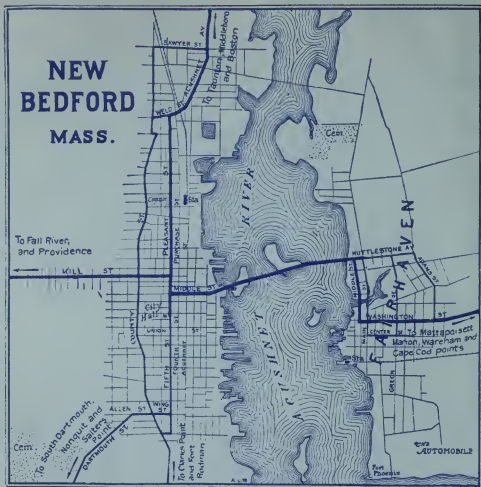
FAIRHAVEN (across the Harbor from New Bedford)—Tabitha Inn,
Centre, Laurel, Union and Chestnut Sts.

CAPE COD—Accommodations given in text of routes.

ROUTES COVERED IN THIS SECTION

COMPILER'S NOTE: The extensive and intricate territory covered by this group of routes is impossible to adequately classify in the form of separate runs; and, in framing up individual tours combining parts of those given in the list on this page, the map on page 534 will be found a convenient reference. On account of its being the junction of routes into Cape Cod from the two principal directions (1) Middleboro, Brockton and Boston, and (2) New Bedford, Fall River, Providence and Newport, Wareham is in reality the "gateway to the Cape." New mileage is taken from this point to the principal destinations (Falmouth, Chatham, Orleans and Plymouth)—which will probably be found the best way for the "greatest number."

- No. 1. New Bedford to Taunton, South Easton, Stoughton and Boston, Mass.
- No. 1A. Connecting route Taunton to Worcester, Mass., making a New Bedford-Worcester route via Taunton, Mansfield, Foxboro, Wrentham, Franklin and Milford. (Principally general notes beyond Taunton.)
- No. 2. New Bedford to Fall River, Mass., Warren and Providence, R. I.
- No. 3. New Bedford to Newport, R. I., skirting the lower edge of Fall River.
- No. 4. New Bedford to Middleboro and Plymouth, Mass., connecting at Plymouth for Cohasset, Nantasket and intermediate coast points to Boston.
- No. 4A. Special Note: New Bedford to Plymouth, Mass., via Fairhaven, Marion, Wareham, Buzzards Bay, Bournedale and the Coast route.
- No. 5. New Bedford to Fairhaven, Mattapoisett, Marion and Wareham, Mass.
- No. 6. Wareham to Onset, Buzzards Bay, Bournedale and Plymouth, Mass.
- No. 7. " " Middleboro, Brockton, Randolph and Boston, Mass.
- No. 8. " " Marion, Mattapoisett, Fairhaven and New Bedford, Mass.
- No. 9. " " Onset, Buzzards Bay, Sagamore, Sandwich, Barnstable, Yarmouth, Brewster and Orleans, Mass., with notes of connections to principal points above Orleans—Wellfleet, Truro and Provincetown, Mass.
- No. 10. " " Onset, Buzzards Bay, Bourne and Falmouth, Mass.
- No. 11. " " Onset, Buzzards Bay, Sagamore, Sandwich, West Barnstable, Osterville, Hyannis, S. Yarmouth, Dennisport, W. Harwich, Harwich and Chatham, Mass.
- No. 12. Falmouth to Bourne, Buzzards Bay, Onset and Wareham, Mass., connecting 3-10 mile above Bourne for Bournedale and Plymouth, Mass.
- No. 13. Falmouth to Osterville, Hyannis, S. Yarmouth and Chatham, Mass.
- No. 14. Orleans to Brewster, Yarmouth, Barnstable, Sandwich, Sagamore, Buzzards Bay, Onset and Wareham, Mass.; connecting at Sagamore for Plymouth, Mass., by the short route along the coast.
- No. 15. Chatham to S. Yarmouth, Hyannis, Osterville and Falmouth, Mass.
- No. 16. Chatham to S. Yarmouth, Hyannis, Osterville, W. Barnstable, Sandwich, Sagamore, Buzzards Bay, Onset and Wareham, Mass., connecting at Sagamore for Plymouth, Mass., by the coast route.
- No. 17. General notes of principal connections between the North Shore Road and the South Shore Road (both ways): (1) West Barnstable to Osterville; (2) Barnstable to Hyannis; (3) Yarmouth to S. Yarmouth; (4) Yarmouthport to Hyannis; (5) E. Dennis to W. Dennis; (6) Brewster to Harwichport; (7) Orleans to Chatham; (8) Osterville to West Barnstable; (9) Hyannis to Barnstable; (10) Hyannis to Yarmouthport; (11) S. Yarmouth to Yarmouth; (12) W. Dennis to E. Dennis; (13) Harwichport to Brewster; (14) Chatham to Orleans.
- No. 18. Notes relative to Martha's Vineyard and Nantucket islands.



ROUTES THROUGH NEW BEDFORD, MASS., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ON PAGE 517

New Bedford-Cape Cod Section, Route No. 1

NEW BEDFORD TO BOSTON, MASS.—58 MILES

Via Taunton, Stoughton and Mattapan, entering Boston via the Park System. See also No. 1A making, with the first 22.6 miles of this route, a complete run from New Bedford to Worcester. Route map page 353.

FOR THIS AND OPTIONAL EXITS SEE NEW BEDFORD CITY MAP ABOVE

Many prefer to make the run from New Bedford to Taunton via Fall River and, except for the bad pavement in Fall River, the slightly longer distances that way would often be justified to escape the one stretch of badly worn macadam about midway between New Bedford and Taunton. Preferring this longer way, use Route No. 2 of this section to Fall River (13.6 M), connecting there with the Newport-Taunton-Boston route (pages 298-299) to Taunton—distance that way 29.2 miles as compared with 22.6 miles as given in this route.

(Good roads throughout except one stretch of badly worn macadam between New Bedford and Taunton.)

MILEAGES
Total Intermediate

0 0

NEW BEDFORD, City Hall, Pleasant St.

Run nearly north on Pleasant St., straight ahead through "Common," to end of Pleasant St. (1.1 M), turning right on Weld St.; meeting trolleys one block beyond, follow them under RR. (1.2 M). At fork immediately beyond RR. bear diagonally left with trolleys, which follow on good macadam to fork (8.6 M); here keep left (trolleys leave to right).

Continue direct (on poorer road, 1907) over branch RR. (9.6 M), crossing short stone bridge at hamlet of East

Freetown (10.4 M); at fork immediately beyond curve right, keeping straight ahead on main road at fork (13.4 M). At next fork (14 M—left leads to Myricks station), keep right through cross-roads (16.4 M—Fall River-Middleboro road), straight ahead over RR. (bad grade—16.7 M).

Continue direct over 2nd bad RR. crossing (19.8M), picking up trolleys (from right—20.7 M); follow tracks over bridge (Taunton River—22 M), keeping right just beyond into Summer St., Taunton. Cross RR. bridge (22.1 M), keeping left into Main St. at Monument (22.4 M) to Common, center of

22.6 22.6 TAUNTON, Main St. at Common.

Continuing the trip to Boston turn 90° right along the east side of the "Common" into Broadway, straight out with trolleys—caution for tracks crossing the road (24.5 M). Cross RR. at Raynham station (on left—26 M); at fork (31.3 M) keep straight ahead, leaving trolleys to right.

Direct over RR. at South Easton station (on right—32.6 M); picking up trolleys (from left—32.8 M), follow them through South Easton (33.2 M). Leaving trolleys to right just beyond (33.4 M), run straight ahead through 4-corners (crossing trolleys—34.6 M), and over RR. bridge (36.9 M), keeping to left of park, entering

38.7 16.1 STOUGHTON. (*Connection from Brockton into this route by reverse fork on right just before reaching the park.*)

Bear slightly right across trolleys (leaving same to right—38.8 M); then straight ahead on main road through 4-cor-



Map of principal automobile routes into, through and out of Taunton, Mass.

ners (42.7 M—right to Randolph; left to Canton). At fork (43.3 M), keep right, picking up trolleys (from left—43.4 M), running immediately into Ponkapoag (43.5 M).

Straight ahead with car-tracks past Blue Hill trolley station (on left—45.4 M); at watering trough just beyond (45.5 M), bear diagonally left through cross-roads (45.6 M), signs "Blue Hill Ave." Follow trolleys direct across iron bridge over Neponset River at village of

49 10.3 MATTAPAN.

Continue with double car-tracks on Blue Hill Ave. under RR. (49.4 M); at end of long gradual grade (50.1 M), turn left into Morton St. At fork just beyond (50.2 M—Wellington Hill to left), curve right, straight ahead across Harvard St. (50.4 M) and diagonally left across Canterbury St. (50.8 M).

Past Forest Hills Cemetery (on left—51.5 M); at fork (51.6 M) turn right and bear immediately left (51.7 M—fork of 5-roads) into the Parkway System. Straight ahead across trolleys and under RR. at Forest Hills station (on left—52 M), bending right on main parkway just beyond.

Direct on the "Arborway," keeping diagonally right at 3-corners (52.8 M) to fork (53.1 M); here curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Continue this drive (signs, "Jamaicaway") straight ahead across Perkins St. (53.8 M), keeping right at fork (54 M), making diagonal left bend across trolleys at

54.6 5.6 HUNTINGTON AVE. & "RIVERWAY."

Follow main thorofare across Brookline Ave. (trolleys—55 M), Longwood Ave. (55.3 M) and Brookline Ave. again (trolleys—55.7 M). At fork (55.9 M—where left connects into the Audubon Road), continue nearly straight ahead into the "Fenway."

Bear left (56.1 M) with "Fenway," winding but direct road to Boylston St. exit from Parkway System (O'Reilly Memorial stone on left—56.7 M). Bear right into Boylston St. straight ahead across Massachusetts Ave. (56.8 M), passing Mass. Auto Club (on left—57.1 M) and Institute of Technology (on left—57.5 M), running along south side of Public Garden and Common,

58 3.4 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

The OFFICIAL AUTOMOBILE BLUE BOOK CAR was equipped with

See pages 20, 761

THE WARNER AUTO-METER



WARNER INSTRUMENT CO., Beloit, Wis.



TAUNTON TO WORCESTER, MASS.—56 MILES

Via Mansfield, Foxboro, Wrentham, Franklin, Milford and Grafton, making, in connection with the New Bedford-Taunton portion of Route No. 1, a complete run from New Bedford to Worcester.

Outline directions and approximate distances only; exact directions and distances will appear in a subsequent edition.

From "Common," run out Court, Washington and Tremont Sts. (see city map), following trolleys to Oakland (3 miles). Take right fork, leaving car-tracks, winding but direct road across RR.; meeting trolleys at fork just beyond, follow them to Norton (8 miles). Direct through, passing along west side of Norton Reservoir onto South Main St., Mansfield (14 miles).

At depot turn left across RR., turning right just beyond, mostly State macadam, RR. on right all way to Foxboro (18 miles). Go through; at fork of trolleys turn 90° left, winding with tracks all way to

WRENTHAM

23 miles from Taunton

Here connection is made with the Boston-Providence routes via Dedham, Norwood, Wrentham, N. Attleboro and Pawtucket.

Straight ahead across RR., winding with trolley along upper side of two ponds, plain and unmistakable to Franklin (27 miles). Continue nearly direct west through town and over RR. to Unionville (29 miles), crossing tracks again into State macadam, extending to Bellingham (32 miles). Straight ahead, making 90° right turn with trolleys just beyond, past S. Milford Sta. (on right) into

MILFORD

37 miles from Taunton

Turn 90° left, shortly running into stretch of State macadam, winding through all cross-roads, to Upton (43 miles). Follow trolleys through West Upton (44 miles); where tracks turn off, continue on main-traveled road passing Silver Lake (on right), winding to Grafton (48 miles). Turn right following trolleys along the upper side of Goddard Pond into more State macadam.

At fork beyond (where right leads to North Grafton), turn left—leaving trolleys; when tracks return follow them through Rice Square into Grafton St., Worcester. At end of street (Union Depot on right), turn left up Front St. to Main St. (City Hall on left-hand corner), business center of

WORCESTER

56 miles from Taunton

For hotels, garages, city map and various diverging routes, see title page Worcester section, page 375.

HARRIS
REGISTERED
OILS

For Gasoline motors. Known
as Light — Medium — Heavy.
All dealers will carry. Insist
on having.

NEW BEDFORD TO FALL RIVER, MASS. (13.6 MILES) AND PROVIDENCE, R. I. (33.9 MILES)

State macadam through Westport Factory to Fall River; thence through Warren and East Providence, crossing Washington Bridge into Providence. Connecting at Fall River for Taunton and Boston, making, if desired, an alternate route to No. 1.

FOR THIS AND OTHER EXITS SEE NEW BEDFORD CITY MAP, PAGE 518

(Roads good and nearly level throughout; bad stone pavements through Fall River. Numerous sharp turns practically all way from Warren to Providence.)

MILEAGES
Total Intermediate

0 0 NEW BEDFORD, Pleasant St. at City Hall.

Run nearly north on Pleasant St. to intersection of Mill St. (2-10 M), turning 90° left on Mill St. across trolleys (5-10 M & 6-10 M). Picking up trolleys (from left—1.4 M), follow same through hamlet of North Dartmouth (3.1 M), and past Lincoln Park (on left—6.2 M), crossing trolleys entering hamlet of Westport Factory (6.4 M).

Turn right—again across trolleys (6.5 M)—straight ahead on State macadam; at fork (6.6 M) keep left on main road across RR. (10.9 M). Continue over causeway and bridge (11.2 M), keeping right at fork just beyond and curving left between gray stone factory buildings (13.1 M) to intersection of Main St., center of



Map of automobile route into, through and out of Fall River, Mass.

**13.6 13.6 FALL RIVER, Mellen House. Wilcox' Central Garage,
Durfee & Elm Sts.**

Turn 90° right on N. Main St. to head of Elm St. (13.8 M—P. O. on left); turn 90° left down Elm St., turning 1st right (13.9 M—Armory on left) into Durfee St. Continue downhill on Durfee St.; at foot of grade (14.6 M), turn 90° left under RR. and immediately right into Davol St.

Picking up trolleys (from right—14.8 M), follow them—with left turn, 14.9 M, and right turn at end of street, 15 M—caution for sharp left turn (15.2 M) over bridge spanning the Taunton River (15.4 M). Turn 1st left along bay or river (on left), shortly curving right on main road; at fork (15.7 M) keep right across trolleys (15.8 M).

Cross causeway and bridge (17.2 M) and 2nd bridge (18.5 M), keeping left on main road at fork (18.6 M), straight ahead through 4-corners (18.9 M). Picking up trolleys (from right—20.2 M), follow them to fork (21.8 M); here leave car-tracks to right, keeping straight ahead into Childs St., crossing RR. (22 M) to Main St., center of

22.1 8.5 WARREN. (*Route from Bristol Ferry comes in from the left.*)

Turn 90° right with trolleys, straight ahead across iron bridges (22.7 M & 23 M) to end of road at iron watering trough (23.5 M); here turn 90° right across RR. at Barrington station (on left—23.6 M). Where car-tracks turn left (24.7 M), run straight ahead along Barrington River (on right) to "T" in road (25.3 M).

Turn 90° left to end of road (25.5 M), where again turn 90° right, swinging left on winding highway just beyond (25.7 M) to trolley line again (26.1 M). Turn right with trolley, but where tracks leave (to left—26.5 M), keep main road, curving sharp left (27.3 M) to fork (27.5 M). Here keep right on main road and left on main road at next fork (27.8 M) to end of road (28.2 M); turn 90° right, picking up trolley (from left—28.4 M).

Follow tracks past Vanity Fair (on left—28.6 M) and through Boyden Heights (29.1 M), same thoroughfare becoming Pawtucket Ave. to intersection of Warren St., East Providence (30.6 M). Turn 90° left with trolleys on Warren St., straight ahead past iron watering trough in reverse fork (32 M—route from Taunton comes in from the right).

Straight ahead across Washington Bridge (32.3 M) into Tockwotten St., Providence, which keep past Tockwotten Park (on right—32.7 M) to farther side of small park (33 M). Turn 90° right on Benefit St. and 2nd left (33.1 M) into Wickenden St., following same to brick factory in fork just beyond (33.2 M).

Curve right into South Main St., turning left (33.6 M) across canal bridge through Market Sq. (33.7 M) to fork

of Westminster and Weybosset Sts. immediately beyond. Bear left into Weybosset St., past P. O. (on left—33.8 M), to the central point for routes into, through and out of Providence,

33.9 11.8 PROVIDENCE, Weybosset & Dorrance Sts.

For hotels, garages, city map and various diverging routes, see Rhode Island section, pages 263-264.

NEW BEDFORD TO NEWPORT, R. I.—32 MILES

State macadam through Westport Factory to the eastern edge of Fall River; thence around the lower business center of that city. Continued to Tiverton, over Tiverton Bridge and by the main road across the Island of Rhode Island to Newport.

This is the best and quickest way between New Bedford and Newport, the shorter line (shown on some maps) from Westport Factory nearly direct across to Tiverton being a poor, sandy road. Care is needed in making the cut-off through lower Fall River; but this is doubly worth while to avoid the bad stone pavement on the principal streets leading into and out of that city.

FOR THIS AND OTHER EXITS SEE NEW BEDFORD CITY MAP, PAGE 518

MILEAGES
Total Intermediate (Roads good and nearly level throughout.)

o o NEW BEDFORD, Pleasant St. at City Hall.

Run nearly north on Pleasant St. to intersection of Mill St. (2-10 M), turning 90° left on Mill St. across trolleys (5-10 M & 6-10 M). Picking up trolleys (from left—1.4 M), follow same through hamlet of North Dartmouth (3.1 M), and past Lincoln Park (on left—6.2 M), crossing trolleys entering hamlet of Westport Factory (6.4 M).

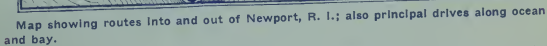
Turn right—again across trolleys (6.5 M)—straight ahead on State macadam; at fork (6.6 M) keep left on main road across RR. (10.9 M). Continue over causeway and bridge (11.2 M), keeping right at fork just beyond to diagonal 4-corners, eastern edge (easily missed at speed) of

12.4 12.4 FALL RIVER, Pleasant & Quequeshan Sts.

Turn sharp left at Quequeshan St. across bridge over Quequeshan River (12.7 M), straight ahead between large mills into Jefferson St. to "T," in road at Brayton Ave. (13.2 M). Turn 90° right on Brayton Ave., direct to Iron watering trough (13.9 M); here turn sharp left down Stafford Road 1-10 mile only to Globe St. (14 M).

Turn right on Globe St.; picking up trolleys (from right) short distance beyond, follow them—bearing right at fork by mills (14.7 M)—to intersection of South Main St. at irregular 4-corners (14.8 M). Here turn 90° left on South Main St.; at next fork (15.6 M) leave car-tracks to left, running straight ahead. Picking up trolleys short distance beyond, keep left with tracks at fork (17.6 M) and right with tracks at fork (18.9 M), direct to junction of several roads at

Turn 90° right across new iron bridge (19.8 M—"stone-bridge" on old maps) onto the Island of Rhode Island—caution for sharp left turn with trolleys (21.5 M); thence direct on the "East Road" to end of same at irregular 4-corners ("Two-mile Corner"—29.9 M). Turn left, still with car-tracks, same thoroughfare becoming Broadway, which



follow past City Hall (on left—31.8 M), bearing right
along upper side of Washington Sq. (small park),

32 12.3 NEWPORT, Broadway at Washington Sq.

New Perry House, Washington Sq. Newport Engineering Works,
359-367 Thames St.; Casino Garage, Casino Terrace.

WHERE A "THANK YOU" IS APPRECIATED

The farmer who, on being overtaken by an automobile, pulls over and gives the motorist all or more than his share of the road is, if shown reasonable courtesy in passing, much more liable to do the same for the next car than if the first sails by as though an unwarranted obstruction had been removed from his path and leaves the obliging driver in a cloud of dust.

NEW BEDFORD TO PLYMOUTH, MASS.—38.5 MILES

Via Acushnet, E. Freetown, Middleboro and Plympton. Outline directions and approximate distances only from E. Freetown to Middleboro and Plympton. Map of entire route page 534.

MILEAGES (Odometer measurements to E. Freetown.)
Total Intermediate

0 0 **NEW BEDFORD**, City Hall, Pleasant St.

Run nearly north on Pleasant St., straight ahead through "Common," to end of Pleasant St. (1.1 M), turning right on Weld St.; meeting trolleys one block beyond follow them under RR. (1.2 M). At fork immediately beyond RR. bear diagonally left with trolleys, which follow on good macadam to fork (8.6 M); here keep left (trolleys leave to right).

Continue direct (on poorer road, 1907) over branch RR. (9.6 M), crossing short stone bridge at hamlet of East Freetown (10.4 M); at Canedy's Corner (11 miles from New Bedford—estimated) turn right into the Highland Road to end of same (14 miles).

Turn left and follow trolley on macadamized road (winding right at Lakeville Town House, one mile from the Highland Road and again to the left, but car-tracks all way). Thence direct on main road into the center of

20 20 **MIDDLEBORO**.

The text for the balance of this run is a fair general guide, but not clear at all points; it should be used with care. Roads fair-to-good throughout this way, while the shorter route shown on some maps via North Carver is sandy and bad.

Leave Middleboro by North Main St. to cross-roads short distance beyond (20.3 M); here turn 90° right over iron bridge (20.7 M); at fork 1 mile beyond (Middleboro Green—21.7 M), take left past white church. Continue straight ahead over RR. bridge (22 M) to fork (22.6 M); here keep right to prominent fork or end of road (23.5 M).

Turn left, keeping left also at fork 6-10 mile beyond (24.1 M), past signpost in irregular forks (24.2 M) to end of road (26.3 M). Here turn right and next left, straight ahead to 4-corners at Plympton (27.1 M). Bear right through 4-corners, following main highway; meeting trolley at Kingston, bear right with tracks all way into Court St. to center of

38.5 18.5 **PLYMOUTH**, center of town.

Hotel Pilgrim, 2.8 miles farther along the Shore. The **Samoset**, nearly opposite RR. station; **Plymouth Auto Station** (George E. Rounds), Park Ave. near RR. station.

New Bedford-Cape Cod Section, Route No. 4A

SPECIAL NOTE: NEW BEDFORD TO PLYMOUTH, MASS., VIA MARION, WAREHAM, BUZZARDS BAY, BOURNE DALE AND THE COAST ROUTE

Occasion may arise to make the New Bedford-Plymouth trip this

way, in which case complete running directions—with odometer measurements throughout—can be had by using together 2 separate routes in this section. These routes are as follows: (1) New Bedford to Wareham, pages 527-528; (2) Wareham to Plymouth, pages 528-529; total distance this way 46 miles (odometer) as compared with 38.5 miles (approximate) by route No. 4.

This would make a very pleasant summer trip from New Bedford through Mattapoisett, Marion, Wareham and Buzzards Bay to Bourne-dale, with poorer roads and very thinly settled country most of the remaining distance to Plymouth. Tourists bound to Plymouth or above, without time to go farther on to Cape Cod, will find even the Wareham-Onset-Buzzards Bay-Bourne-dale line interesting; and the roads beyond Bourne-dale, though not good, are no bar to the trip.

New Bedford-Cape Cod Section, Route No. 5

NEW BEDFORD TO WAREHAM, MASS.—17.4 MILES

Via Fairhaven, Mattapoisett and Marion, following the Shore nearly all the way. Connecting at Wareham for Onset, Buzzards Bay and all points on Cape Cod.

FOR THIS AND OPTIONAL EXITS SEE NEW BEDFORD CITY MAP, PAGE 518

(Good roads practically throughout; numerous curves

MILEAGES
Total Intermediate

and turns.)

0 0

NEW BEDFORD, Pleasant St. at City Hall.

Start north on Pleasant St.; 3 short blocks above (1-10 M) turn right into Middle St., which follow to and across long bridge over Acushnet River (7-10 M), turning first right beyond (1.2 M) into Middle St., Fairhaven. 4-10 mile below (1.6 M) turn 90° left on Washington St.; just beyond (1.7 M), pick up trolleys from left, which follow through

1.9 1.9 FAIRHAVEN, Washington St., center of town.

Tabitha Inn, Centre, Laurel, Union and Chestnut Sts.

Continue with car-tracks past watertower (on left—2.6 M); where trolleys turn right (6.4 M), run straight ahead across RR. (6.5 M) to 4-corners with signs (6.6 M). Here turn right—sign, "Marion," curving left (6.7 M) across trolley (6.8 M) into the summer village of Mattapoisett (7.1 M).

Follow main road along Mattapoisett Harbor to irregular 4-corners (7.6 M), where turn left; picking up trolleys (from left—7.9 M) follow them—several curves—with right turn (11.5 M) into Main St., Marion. Continue down Main St. (leaving car-tracks to left—11.7 M) to intersection of Front St. (church on corner, just before the waterfront),

11.9 10 MARION, Main & Front Sts.

Turn 90° left on Front St. to "T" in road (12.9 M); here, sign, "Wareham 3 1-2 miles," turn right straight

ahead 7-10 mile to fork (13.6 M). Take left, picking up trolleys (from left—13.7 M); thence with car-tracks over 2 brick-paved bridges (14.8 M & 14.9 M) to end of road (17.1 M), where turn right 3-10 mile into

17.4 5.5 WAREHAM, P. O., center of town.

Owing to the fact that this route merges at Wareham with corresponding travel from Boston, Taunton, Brockton, Middleboro and other points, with the same connections to and throughout Cape Cod, it has been considered to the advantage of the "greatest number" to group the routes of the "Cape" separately, with mileage reckoned from zero at Wareham. One making this run from New Bedford will find the principal destinations on Cape Cod covered in Routes 9 to 17 in this section, pages 536-552.

New Bedford-Cape Cod Section, Route No. 6

WAREHAM TO PLYMOUTH, MASS.—28.6 MILES

Via Onset and Buzzards Bay, running just above Bourne to Bournedale, thence along Herring Pond to the Coast, following the Shore through S. Plymouth and Manomet.

This short route is given here SOLELY for the information of tourists who may find it convenient to run northeast along the coast from the New Bedford-Cape Cod section to Plymouth or points beyond. Considerable time and distance may be saved by this means; but the district passed through from the end of the State Road (8 1-2 M, fall 1907), nearly to Plymouth, is thinly settled, and the roads are principally dirt, with some poor stretches. Turns are few but forks are numerous, and usually found far away from opportunities for inquiry in case one should run off the road; hence it is inadvisable to make either run after dark.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE LIST.

(State macadam—with numerous turns and sharp

curves—first 8 1-2 miles; mostly dirt road beyond.)

MILEAGES
Total Intermediate

0 0 WAREHAM, P. O., center of village.

Follow trolleys in a S. W. direction out of town, turning left with car-tracks (2-10 M); then (leaving car-tracks immediately to right), run straight ahead over RR., bridge and RR. again (all 3 close together). Pass fork on right (4-10 M), direct over small bridge (1.5 M) to irregular 4-corners (E. Wareham—2.3 M); here turn 90° right over RR. at Onset Jct. station (2.7 M).

At fork immediately beyond take left, picking up trolleys, which follow on fine macadam through Onset (4.4 M) and across bridge over bay (4.5 M). 1 4-10 miles beyond 5.9 M curve left over RR. bridge (6 M), turning first right with trolleys, which follow across another RR. bridge (6.4 M) to 4-corners just beyond (6.5 M).

Turn right (trolleys continue straight ahead), picking up tracks again from left (at Buzzards Bay station on right—6.8 M). Straight ahead past branch road on right (7.8 M—leading to Bourne and Falmouth) to end of State macadam (8.5 M); thence on sandy stretch with numerous curves, crossing RR. (9.3 M) to end of road just beyond (9.4 M).

Turn left direct 1 mile to fork (10.4 M), where take left (right leads to Sagamore); pass under RR. (10.5 M) to end of road (10.8 M), where turn left and next right (10.9 M). Thence direct along Herring Pond on left to irregular 4-corners (13.4 M); here turn left to

14 14 **IRREGULAR FORKS**, "Cedarville" on maps, but no town.

This point applies to this northbound route only as it marks the connection into same of the route from Sagamore and points on the north side of Cape Cod

Avoiding left fork, run nearly straight ahead 2 miles to fork (16 M); here (sign, "Plymouth 14 miles") take right through woods. Keep left on main road at fork (16.5 M) and right on main road at next fork (17.9 M), picking up trolley at end of sandy stretch.

Continue with car-tracks past lake (on left—20.9 M), running onto macadam (21.4 M—fall 1907); thence through the summer hamlet of Manomet (22.5 M). Leaving trolleys (to right—22.9 M), keep on winding State macadam, picking up tracks again (from right—25.3 M).

Straight ahead in front of **Hotel Pilgrim** (on right—25.8 M), running along bay—fine views! same road becoming Sandwich St., Plymouth. Continue direct across new bridge (under construction, fall 1907), into lower Main St. (city map, page 547),

28.6 14.6 **PLYMOUTH**, business center.

The Samoset, nearly opposite RR. station. **Plymouth Auto Station** (George E. Rounds), Park Ave. near RR. station.

New Bedford-Cape Cod Section, Route No. 7

WAREHAM TO BOSTON, MASS.—51.7 MILES

Main route via Middleboro, Bridgewater, Brockton, Randolph and Milton Lower Mills, entering Boston via Blue Hill Ave., Seaver St. Columbus Ave. Extension and Columbus Ave.

In view of the principal use of this and the corresponding down trip from Boston through Brockton and Middleboro as through lines between southeastern Massachusetts—especially the Cape Cod section—and the Boston district, the shortest and best roads are used throughout, regardless of the numerous possible options. By this means Boston is only 51.7 miles from Wareham, and one starting from almost any point on the "Cape" may reasonably plan—with favorable conditions—to reach Boston by evening of the same day.

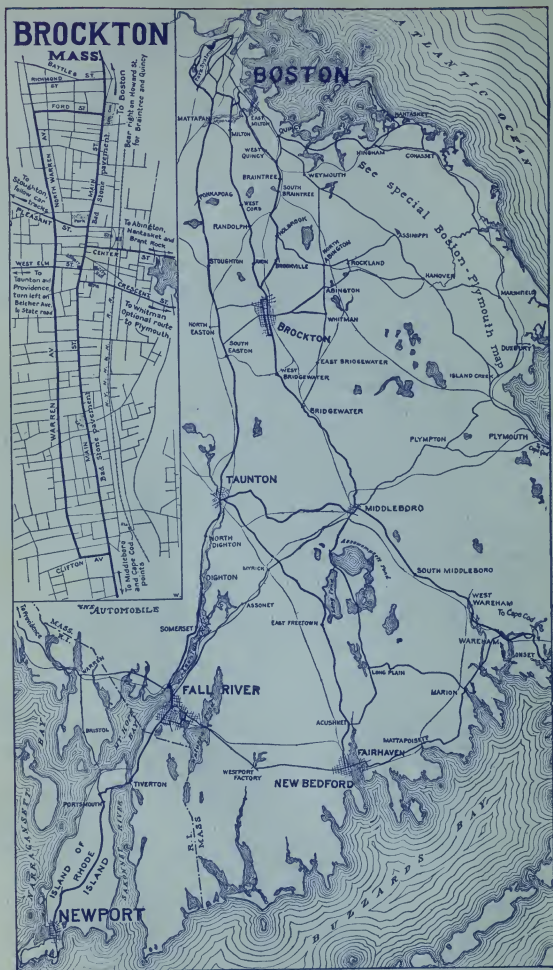
(Roads average good and nearly level throughout, bad

MILEAGES
Total Intermediate

stone pavement through Brockton.)

0 0 **WAREHAM**, center of village.

Start N. W. with trolleys; at fork where car-tracks divide (3-10 M), run straight ahead (Marion-New Bedford road turns left), bearing left between Town Hall (on right) and park and monument (on left), Wareham Center (7-10 M). Continue over RR. bridge (1 M), keeping left at fork just beyond (1.1 M); where trolleys turn right into woods



MAP OF THE NEW BEDFORD-BOSTON, WAREHAM-CAPE COD-BOSTON, AND NEW BEDFORD-FALL RIVER-NEWPORT ROUTES IN THEIR CORRECT GEOGRAPHICAL RELATION.

(2 M), run straight ahead under RR. (2.1 M), hamlet of S. Wareham.

At fork leaving town (2.2 M) take right (left leads to Rochester), and also keep right on macadam at fork or 3-corners (2.9 M); wind over RR. bridge (3.1 M)—caution for sharp left curve just beyond. Picking up trolleys (from right—3.3 M—end of macadam, fall 1907), turn left with same at cross-roads in front of Tremont Cash Store (3.6 M) to 4-corners at hamlet of Tremont just beyond (3.7 M).

Here turn 90° right with car-tracks, immediately across dam and through 4-corners (4.1 M); where trolleys cross road and leave to left (4.8 M), continue straight ahead on main road, curving right (6.2 M). Picking up trolleys again (from left—6.6 M), curve left with same (7.8 M) to 3-corners or end of road (8.6 M); here turn right to next fork (10.2 M).

Again leaving car-tracks to left, follow main road, turning left with same (11.1 M); again picking up trolleys (from left—11.3 M). Thence on fine macadam—sharp right curve (12.3 M), and left curve at fork (13 M)—same thoro-fare becoming Wareham St., direct to business center of

15 15 MIDDLEBORO, P. O., N. Main & Center Sts.

The new State Highway between Middleboro and Bridgewater was nearing completion fall 1907, and should be used (as per following directions) instead of the old line with trolleys—shown on most maps. No car-tracks on this line except 3-10 mile on Centre St., leaving Middleboro.

Straight ahead with trolleys on Center St. past red factory (on right—15.2 M) to Oak St. (15.3 M); turn 90° right on Oak St. (away from car-tracks), curving left at stone watering trough (in reverse fork on right—15.8 M). At fork just beyond (16 M), keep right, straight ahead under RR. (16.3 M—avoiding right fork. sign "Carver").

One mile beyond (17.3 M) pass fork on left—caution for sharp right curve (17.6 M—straight ahead dangerous); cross small iron bridge (19.6 M), keeping right at fork just beyond (19.7 M) through diagonal 4-corners (21.5 M). Cross RR. bridge (21.8 M), passing to left of stone watering trough (22.3 M), straight ahead on Summer St., past State Normal School (on left—23.1 M); at end of street (23.2 M), turn left to watering trough at Main St., upper part of

23.4 8.4 BRIDGEWATER. (*This route passes a trifle to right of the park and business center.*)



ALL THE DEALERS SAY:
THE WARNER AUTO-METER

for

ACCURACY, DURABILITY and RELIABILITY.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Turn 90° right on Main St., following trolleys all way to monument and fork of several roads at West Bridgewater (26 M); here keep right (leaving car-tracks), crossing RR. just beyond (26.4 M). Thence direct on main road becoming Main St., Brockton; picking up trolleys (from right—28.7 M), follow them all way (considerable stretch of stone block pavement*) to business center,

30.6 7.2 BROCKTON, W. H. Marble, Garage, 69 Main St.

*This stone pavement (over a mile, including stretch above the business center), is on the direct north-and-south run through Brockton; but it may be avoided by the detour plainly shown on city map, page 530. This extra care will usually be saved on the tires.

Continue nearly straight ahead—more bad stone block pavement—without fork or turn from main trolley line—all way through village of Avon (34.2 M) to watering trough at fork of several roads, Randolph (36.4 M). Bear left with car-tracks over RR. bridge (36.8 M); thence on Randolph Ave. all way (trolleys leave to left for Mattapan—42.7 M), descending grade (44.1 M) across bridge over the Neponset River (44.2 M) to square, Milton Lower Mills (chocolate mills on right—44.3 M).

Turn left on River St. with trolleys, which follow past first road on right (Washington St.—44.4 M) to head of Morton St. 1-10 mile beyond (44.5 M—easily passed at speed). Turn 90° right on Morton St. (macadam, no car-tracks), curving left (44.7 M); 6-10 mile beyond (45.3 M) run diagonally left through 5-corners.

Cross RR. bridge (45.5 M), past large school (on left—45.6 M) to 4-corners at Blue Hill Ave. (45.9 M); turn 90° right on Blue Hill Ave., following double-track trolleys along Franklin Park (on left) to intersection of Seaver St. at farther end of same (47.4 M). Turn 90° left on Seaver St. (trolleys), becoming Columbus Ave. at farther corner of park (48.2 M); thence direct, bearing diagonally right under Elevated Railway at Eggleston Sq. (48.4 M).

Follow car-tracks nearly straight ahead—stone block pavement for short distance—through Roxbury Crossing (junction of many car lines—49.5 M) and across Massachusetts Ave. (50.5 M). Thence on Columbus Ave. to end of same at Park Square (51.6 M); here turn diagonally right on Boylston St., along Common (on left) to Tremont St.,

51.7 21.1 BOSTON, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

HARRIS
REGISTERED
OILS

For the Cleveland used at
our factory and branches and
recommended to our customers.

W. A. Woods, Gen. Mgr. & Treas.,
Cleveland Motor Car Co.

WAREHAM TO NEW BEDFORD, MASS.—17.4 MILES

Via Marion, Mattapoisett and Fairhaven, following the Shore nearly all the way. Connecting at New Bedford for Newport, Providence, Boston, etc., by routes already given in this section.

MILEAGES
Total Intermediate

(Good roads practically throughout; numerous curves and turns.)

0 0 **WAREHAM**, P. O., center of village.

Start N. W. with trolleys; where car-tracks divide (3-10 M) turn left, straight ahead over 2 brick-paved bridges (2.5 M & 2.6 M). Leaving car-tracks (to right—3.7 M), continue on main road to end of same (4.5 M); here turn 90° left, same road becoming Front St. to Main St. (church on corner).

5.5 5.5 **MARION**, Front & Main Sts.

Turn 90° right on Main St.; picking up trolleys (from right—5.7 M), follow same to end of road (5.9 M), where again turn 90° left, with several sharp curves beyond. Leaving car-tracks to right (9.5 M), continue to irregular 4-corners (9.8 M); here turn right along Mattapoisett Harbor to the summer village of Mattapoisett (10.3 M).

Cross trolley line (10.6 M), curving right just beyond (10.7 M) to 4-corners (10.8 M); here turn 90° left over R.R. (10.9 M), picking up trolleys (from left—11 M). Thence with car-tracks (avoiding all right and left forks) past water tower (on left—14.8 M), same thorofare becoming Washington St., through

15.5 10 **FAIRHAVEN**, Washington St., center of town.

Tabitha Inn, Centre, Laurel, Union and Chestnut Sts.

Direct through (leaving trolleys to right—15.7 M) to Middle St. (15.8 M—just before coming to waterfront); turn 90° right on Middle St. to 4-corners where trolleys are met. Again turn 90° left to and across long bridge over Acushnet River (16.7 M); at end of bridge exit bear left and immediately right into Middle St., New Bedford. Continue on Middle St. to Pleasant St.* (17.3 M—next 4-corners beyond white church); turn 90° left on Pleasant St. 3 short blocks to City Hall.

17.4 1.9 **NEW BEDFORD**, Downtown business center.

*On trips from Cape Cod points through New Bedford to Providence, Newport, etc., turn 90° right up Pleasant St. to Mill St., picking up the route out of New Bedford at that point, saving the short distance down to and back from the City Hall.

For garages, city map and various diverging routes, see title page New Bedford-Cape Cod section, pages 517-518.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.



MAP SHOWING THE WIDE SWEEP OF THE NEW BEDFORD-CAPE COD SECTION, WHOSE ROUTES REACH PROVIDENCE AND NEWPORT ON THE WEST, BOSTON AND WORCESTER ON THE NORTH, THE RHODE ISLAND-MASSACHUSETTS COAST LINE ON THE SOUTH, AND EXTEND THROUGHOUT CAPE COD.

AUTOMOBILE ROUTES ON CAPE COD

Information relative to the main thoroughfares and their most-used connections, with road conditions, etc.

The map on the opposite page shows, both in their proper geographical relation and in their relation to each other, the present highway system of Cape Cod. It includes practically all roads suitable for automobiling up to the fall of 1907, as well as a few stretches either as yet untouched or in bad shape owing to new construction, but which must be used (or else gone around locally) in order to cover the principal routes.

Taken as a whole, the roads represented by black lines on the map are surprisingly good, with frequent long stretches of macadam unexcelled in the United States. Saved the heavy traffic of more populous sections, the surface remains unusually good from year to year; and it frequently occurs to the tourist that the Commonwealth has not only made a wise and far-sighted investment in these roads already, but purposes to gradually extend the area of improvement.

Only under exceptional circumstances is it advisable to run a car onto the numberless side roads, for the deep sand which is everywhere on the "Cape" makes progress invariably difficult or impossible. Occasionally the tourist on main lines will find an unimproved stretch in his path, which must be taken in the way best suited to time and circumstances, but these stretches are decreasing in number and promise in the reasonably near future to entirely disappear.

In case one runs above Orleans (for Wellfleet, Truro or Provincetown) there are several miles in the vicinity of Eastham that will not soon be forgotten. There is no "way around," and the considerable aggregate travel, in the effort to get a little traction, has edged to the extreme right and left until the width of the original road has probably more than doubled—and still not a foot of solid ground in the whole traveled area.

One much-needed improvement is now under way (fall-winter, 1907-08), the completion of which will alter the aspect of the eastern end of the Cape—the macadamizing of the connecting link between Chatham and Orleans. Heretofore it has been advisable in making this connection to run approximately 4 times as far (via Brewster, E. Dennis, S. Dennis and Harwich); but the short-line is expected to be open some time during 1908. In November, 1907, however, the Blue Book car was able to get less than 3 miles north of Chatham on this line, and no trips should be planned that way until one is sure that the short line is complete.

One important stretch on the south shore route—between Falmouth and Hyannis—is practically all dirt road, with a great number of forks impossible to describe or map; the one necessary thing is to keep the main-traveled route in either direction. This is none too clear at best, and should not be traveled at night, especially as the intervening country is sparsely settled, and opportunities for inquiry are few and far between. If one has time the much longer way between Falmouth and Hyannis, or vice versa, via Bourne, Sagamore, Sandwich and W. Barnstable is advised in place of the more direct line.

With practically no limit to the possible combinations in running through this territory, the bulk of automobile travel has naturally come to follow certain lines, with such variations from year to year as road conditions may influence or determine. A number of these are outlined in the routes listed on the title page of this section (page 000); but they are only briefly suggestive of the individual trips that can be made up, especially by the use, as convenience or inclination may determine, of the many connecting roads between the upper and lower shore roads.

For none of these are detailed running directions necessary, even if it were possible to print them in sufficient variety to suit all needs. If one planning a certain trip, made up altogether (or even largely) of the roads shown by black lines on the map, will follow the main thoroughfare—avoiding the large number of forks and side roads—practically no difficulty will be experienced in going anywhere about the Cape. Distance between towns will usually be found less than expected by the first-time traveler.

Good roads through sparsely settled country are always a temptation to speed; and while very good average time can usually be made throughout the "Cape," high speeds are subject to two restraining influences—(1) sharp curves in the most unexpected places, and (2) the town constable. Whether or not he will take chances with the former is chiefly the concern of the driver; but the average Cape Cod constable takes himself and his task seriously, and the fact that there is a financial side to the matter is not likely to help the autoist.

New Bedford-Cape Cod Section, Route No. 9

WAREHAM-CAPE COD NORTH SHORE ROUTE

Via Onset, Buzzards Bay, Bournedale, Sagamore, Sandwich, West Barnstable, Barnstable, Yarmouth and Brewster to Orleans (45.7 miles); with outline of the route above Orleans to Wellfleet, Truro and Provincetown.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE LIST.

(State macadam greater part of way—numerous sharp

curves and turns.)

MILEAGES

Total Intermediate

0 0 WAREHAM, P. O., center of village.

Follow trolleys in a S. W. direction out of town, turning left with car-tracks (2-10 M); then (leaving car-tracks immediately to right), run straight ahead over RR., bridge and RR. again (all 3 close together). Pass fork on right (4-10 M), direct over small bridge (1.5 M) to irregular 4-corners (E. Wareham—2.3 M); here turn 90° right over RR. at Onset Jct. station (2.7 M).

At fork immediately beyond take left, picking up trolleys, which follow on fine macadam through Onset (4.4 M) and across bridge over bay (4.5 M). 1 4-10 miles beyond (5.9 M) curve left over RR. bridge (6 M), turning first right with trolleys, which follow across another RR. bridge (6.4 M) to 4-corners just beyond (6.5 M).

Turn right (trolleys continue straight ahead), picking up tracks again from left (at Buzzards Bay station on

right—6.8 M). Straight ahead past branch road on right (7.8 M—leading to Bourne and Falmouth) to end of State macadam (8.5 M); thence on sandy stretch with numerous curves, crossing RR. (9.3 M) to end of road just beyond (9.4 M).

Turn left direct 1 mile to fork (10.4 M), where take right (left leads across RR. to Bournedale and Plymouth). Keep right also at fork 2-10 mile beyond (10.6 M), along lower side of RR. all way to junction of three prominent roads at next village,

12.1 12.1 SAGAMORE. (*Route from Plymouth to Cape Cod north shore points comes in from left over RR. at Sagamore station.*)

Run nearly straight ahead on good road through Sandwich (14.5 M); at house in fork (15.2 M) keep left, crossing RR. at Spring Hill station (17.5 M), avoiding right fork (17.9 M). Thence on State macadam (one stretch in this vicinity incomplete 1907); pass prominent branch road on right (22.2 M—connection across the Cape to South Shore road), crossing RR. again (22.7 M).

Continue over RR. tracks again (25.1 M), passing Court House on right, Barnstable (26.4 M), running through hamlet of Cummaquid (28 M) into Yarmouthport (29 M). Direct through Yarmouth (29.3 M), excellent State macadam and frequent fine views of the ocean all way to and through Dennis (**The Nobscussett**) and North Dennis (33.9 M).

At fork (34.9 M) keep right on main road—sign "Brewster," past prominent macadamized fork (on right—36.4 M—connection across to south side of Cape). Straight ahead past branch road (on right—36.9 M)—caution for sharp left curve (38.6 M), bearing left at country store (39.2 M). direct on main road into Brewster (40.4 M). Continue through (past numerous branch roads on right), crossing RR. (43.2 M) into

45.7 33.6 ORLEANS, principal 4-corners.

CONNECTIONS BEYOND ORLEANS TO WELLFLEET, TRURO AND PROVINCE-TOWN. (DISTANCES RECKONED LOCALLY FROM ORLEANS.)

This is principally a matter of following the one main road—made up of some good stretches, and some very deep sand, difficult to travel. Directions in brief:

The Nobscussett

on Cape Cod
DENNIS, MASS.

Situated in the most beautiful, section of Cape Cod—225 acres of Grounds with one mile of sea front.

Drinking Water considered the purest in the country

Garage Accommodations for 12 Cars.

Separate Stalls for Each Car.

E. C. MATTHEWS, Manager

GIFFORD HOUSE

Provincetown, Mass.

Special Attention Given to Automobile Tourists.

Automobile Storage, Gasoline, etc., Nearby.

Advance Notice of
Arrival will Facilitate.

GEORGE A. MERRILL, Proprietor.

Continue straight ahead on macadam through cross-roads (4-10 M), running along the "Cove" (on right). Thence with telegraph poles, through deep sand in the vicinity of Eastham and North Eastham, avoiding right fork (3.7 M) and left fork (3.9 M); at next fork (4.1 M) take left over RR. (4.6 M) to 3-corners (5.4 M).

Here take right past right fork (6.1 M) to irregular 4-corners (6.4 M); turn left on better road, shortly noting tall steel towers (Marconi Wireless station over to right, 9.4 M). Continue through S. Wellfleet (9.8 M), straight ahead on main road across RR. (11.9 M) into Wellfleet (12.9 M); 1-10 mile beyond center of town (13 M) turn right on the main road to Truro and Provincetown; GIFFORD HOUSE.

The Blue Book car did not go beyond this point in its trips through Cape Cod in the fall of 1907; but we understand that the route—though sandy at numerous points—is well defined and passable with care. Distance from Wellfleet to Provincetown 15 or 16 miles; return from Provincetown, Truro or the Wellfleets by the same route as the one taken to these points, picking up new schedules at Orleans.

New Bedford-Cape Cod Section, Route No. 10

WAREHAM TO FALMOUTH, MASS.—23.5 MILES

Via Onset, Buzzards Bay, Bourne, Cataumet, N. Falmouth and W. Falmouth, following the Shore practically all the way. Connecting at Falmouth for (1) Woods Hole and (2) for points E. of Falmouth on the south coast route.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE TEXT

(State macadam greater part of way—numerous sharp

MILEAGES
Total Intermediate curves and turns.)

o o WAREHAM, P. O., center of village.

Follow trolleys in a S. W. direction out of town, turning left with car-tracks (2-10 M); then (leaving car-tracks immediately to right), run straight ahead over RR., bridge and RR. again (all 3 close together). Pass fork on right (4-10 M), direct over small bridge (1.5 M) to irregular 4-corners (E. Wareham—2.3 M); here turn 90° right over RR. at Onset Jct. station (2.7 M).

At fork immediately beyond take left, picking up trolleys, which follow on fine macadam through Onset (4.4 M) and across bridge over bay (4.5 M). 1 4-10 miles beyond (5.9 M) curve left over RR. bridge (6 M), turning first right with trolleys, which follow across another RR. bridge (6.4 M) to 4-corners just beyond (6.5 M).

Take right (trolleys continue straight ahead), picking up tracks again from left (at Buzzards Bay station on right—6.8 M); thence on State Macadam 1 mile only to "T" in road (7.8 M). Here (leaving route to Plymouth and to Sagamore and points on north shore of Cape Cod, straight ahead), turn 90° right with trolleys into village of

- 8.1 8.1 **BOURNE.** (*For Monument Beach follow this line to 10.3 M, taking right fork with trolleys, where main route keeps straight ahead.*)

Straight ahead through town over RR. bridge at Bourne station (on right—8.2 M), following trolleys until tracks leave to right for Monument Beach (10.3 M); here continue direct, passing between ponds (12 M), uphill past pond on left (12.7 M). Pass right forks (13 M & 13.2 M) through summer village of Cataumet (14.9 M); run under RR. bridge (15.5 M), passing N. Falmouth station (on left—16.2 M) into N. Falmouth (16.5 M).

At fork (17 M) bear left over RR. bridge (17.1 M), avoiding left fork (18.4 M) and right fork (18.9 M) into W. Falmouth (19.5 M)—fine views of Buzzards Bay on right. Direct through, across RR. bridge (21.7 M) with sharp curves (21.9 M); cross another RR. bridge (22.3 M) direct—with another sharp curve—into

- 23.5 15.4 **FALMOUTH,** small triangular park, center of town. Crocker's Garage & Machine Shop.

For Woods Hole (point of departure of steamers for Martha's Vineyard and Nantucket islands) run nearly straight ahead past park, following State Macadam about 3 miles. See in this connection, Notes relative to Martha's Vineyard and Nantucket Islands, bottom of page 552.

CROCKER'S GARAGE and MACHINE SHOP Falmouth, Mass.

One of the first established in New England meeting all requirements for Automobile owners.

Tourists can always find tires and supplies of every nature.

Telephone, 48-6, 48-21

RELIABLE
ACCURATE
DURABLE

See pages
20, 761

The Warner
Auto-Meter

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

WAREHAM TO CHATHAM, MASS.—54.6 MILES.

Via Onset, Buzzards Bay, Sagamore, Sandwich, West Barnstable, Osterville, Hyannis, S. Yarmouth, West Harwich and Harwich. (Using the best roads along the North Shore to W. Barnstable; thence across to Osterville, and over the best roads of the South Shore to Chatham.)

This and the corresponding return trip (No. 16—Chatham to Wareham), are made up almost entirely of similar portions of the main routes east and west along the North Shore and South Shore Roads of Cape Cod. They are arranged here, by a short connection across from the vicinity of W. Barnstable to the vicinity of Osterville, for the convenience of the large amount of travel which enters the Cape over the good roads on the North Shore, but having destinations on the South Shore east of Osterville and (especially) east of Hyannis.

By this means the poor roads most of the way between Falmouth and Osterville are bridged over, and after one comes into the South Shore only good roads remain all the way to Chatham. Specific directions and odometer measurements are given throughout, except on the short connecting link between W. Barnstable and Osterville, which stretch was not traveled by the Blue Book car in the fall of 1907

MANY PLACES SHOWN ON GENERAL MAPS ON CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE LIST.

(State macadam greater part of way on both north and south shores—numerous sharp curves and turns.)

MILEAGES
Total Intermediate

10 0

WAREHAM, P. O., center of village.

Follow trolleys in a S. W. direction out of town, turning left with car-tracks (2-10 M); then (leaving car-tracks immediately to right), run straight ahead over RR., bridge and RR. again (all 3 close together). Pass fork on right (4-10 M), direct over small bridge (1.5 M) to irregular 4-corners (E. Wareham—2.3 M); here turn 90° right over RR. at Onset Jct. station (2.7 M).

At fork immediately beyond take left, picking up trolleys, which follow on fine macadam through Onset (4.4 M) and across bridge over bay (4.5 M). 1 4-10 miles beyond (5.9 M) curve left over RR. bridge (6 M), turning first right with trolleys, which follow across another RR. bridge (6.4 M) to 4-corners just beyond (6.5 M).

Turn right (trolleys continue straight ahead), picking up tracks again from left (at Buzzards Bay station on right—6.8 M). Straight ahead past branch road on right (7.8 M—leading to Bourne and Falmouth) to end of State macadam (8.5 M); thence on sandy stretch with numerous curves, crossing RR. (9.3 M) to end of road just beyond (9.4 M).

Turn left direct 1 mile to fork (10.4 M), where take right (left leads across RR. to Bournedale and Plymouth). Keep right also at fork 2-10 mile beyond (10.6 M), along lower side of RR. all way to junction of three prominent roads at next village,

12.1 12.1 SAGAMORE. *(Route from Plymouth to Cape Cod north shore points comes in from left over RR. at Sagamore station.)*

Run nearly straight ahead on good road through Sandwich (14.5 M); at house in fork (15.2 M) keep left, crossing RR. at Spring Hill station (17.5 M), avoiding right fork

(17.9 M). Thence on State macadam (one stretch in this vicinity incomplete 1907) to prominent branch road on right, vicinity of

22.2 10.1 W. BARNSTABLE. (The turn at this point should be carefully looked for and positively identified.)

[General description and approximate distances only across to South Shore Road near Osterville.] Turn right, crossing RR. tracks at W. Barnstable station; thence on direct road, avoiding all right and left forks to intersection of the main road along the South Shore a short distance N. W. of Osterville; bear left into the

28.2 6 SOUTH SHORE ROAD. (Approximate distances from W. Barnstable.)

Continue in a southeasterly direction on the main South Shore Road into the summer hamlet of Osterville (29.3 M). Pass right fork (29.4 M), direct on winding State macadam through irregular 4-corners (29.7 M), curving left at flagpole (31.8 M) past monument in small park (on left) at Hyannisport (32.3 M). At fork (32.5 M), keep right on macadam; 2.2 miles beyond (34.7 M) keep left on macadam into village of

36.2 8 **HYANNIS.** (Road from North Shore at Barnstable comes in from left just before center of town.)

Straight ahead over RR. at Hyannis station (on left—36.3 M), bearing left on macadam at fork (36.4 M), and right on macadam at next fork (37.3 M), through W. Yarmouth (38.4 M). At 3-corners (41.7 M) keep right into the village of S. Yarmouth (41.8 M); run through, crossing bridge over Bass River (41.9 M).

Continue through W. Dennis (42.4 M); avoiding numerous forks and branch roads on right and left; pass Wayside Inn (on left—45.2 M) into village of W. Harwich (45.5 M). Cross iron bridge (45.8 M), direct through Harwichport (47.7 M) and S. Chatham (50.5 M); pass S. Chatham depot (on left—50.9 M) direct with numerous curves through village of West Chatham (52.6 M) into

54.6 18.4 CHATHAM, P. O., center of town.
Monomoyck Inn. 1-10 mile east of P. O.

THE MONOMOYCK INN
CHATHAM (Cape Cod), MASS.

AN IDEAL SUMMER HOUSE

Pleasantly Situated
The Best Flower and Vegetable Garden in the Town
Table Unexcelled
Modern Conveniences

Fine Lawns and Shade Trees
Wide Piazza

OPEN JUNE 1st to NOVEMBER 1st.

A great variety of fish and the best lobsters in the world.
Fine surf and still water bathing. Free Bath-house.
A fleet of sail boats go out fishing every day.

J. P. FARMER, Proprietor.

FALMOUTH TO WAREHAM, MASS.—23.5 MILES

Via W. Falmouth, N. Falmouth, Cataumet, Bourne, Buzzards Bay and Onset, following the Shore practically all the way. Connecting at Wareham for New Bedford, Middleboro, Brockton, Boston, etc.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE TEXT

(State macadam greater part of way—numerous sharp

MILEAGES
Total Intermediate turns and curves.)

o o **FALMOUTH**, small triangular park, center of town.

Start nearly north on main road, curving sharp left over RR. bridge (1.2 M); 4-10 mile above (1.6 M) curve sharp right over second RR. bridge (1.8 M)—fine view of Buzzard's Bay on left (2.3 M). Continue past W. Falmouth station (on right—4 M), crossing third RR. bridge (6.4 M), direct through N. Falmouth (7 M), passing RR. station (on right—7.3 M).

Continue under RR. bridge (8 M) through summer village of Cataumet (8.6 M), curving left along pond (on right—10.8 M); thence downgrade between ponds (11.5 M). Picking up trolleys (from Monument Beach on left—13.2 M), follow them—keeping left with tracks at fork, 15.1 M—over RR. bridge (15.3 M) into

15.4 15.4 **BOURNE**. (*Connection to Plymouth given separately at end of this route.*)

Straight ahead with trolley 3-10 mile only, meeting State macadam at right angles (15.7 M); here turn 90° left on excellent road to Buzzard's Bay station (on left—16.7 M). Leaving car-tracks to right at this point, continue straight ahead to fork just beyond (16.8 M), where take right, meeting trolleys again at 4-corners (17 M).

Turn 90° left—sign, "Onset," "Wareham," over RR. bridge (17.1 M); 4-10 mile beyond (17.5 M), turn 90° left with car-tracks, immediately over another RR. bridge. Curve right (17.6 M), crossing bridge over bay (19 M), into and through Onset (19.1 M); thence on fine macadam to end of road (20.8 M).

Turn right, crossing RR. at Onset Jct. station, making next 90° left turn (E. Wareham—21.2 M), straight ahead across small bridge (22 M). Thence on main road, crossing RR., bridge and RR. again (all 3 close together—23.3 M) to end of road immediately beyond, where—meeting trolleys again—turn right into the main street of

HARRIS
REGISTERED
OILS

"Every drop counts" and a little goes a long way. Try it and convince yourself.

23.5 8.1 WAREHAM, P. O., center of town.

Route continued to New Bedford in No. 8 of this section, see page 533; continued to Middleboro, Brockton and Boston in No. 7 of this section, pages 529-532.

CONNECTING ROUTE, BOURNE TO PLYMOUTH, MASS.—21.1 MILES

This short route is given here **SOLELY** for the information of tourists who may find it convenient to run northeast along the coast from the New Bedford-Cape Cod section to Plymouth or points beyond. Considerable time and distance may be saved by this means; but the district passed through from the end of the State Road (1 mile from Bourne, fall 1907), nearly to Plymouth, is thinly settled, and the roads are principally dirt, with some poor stretches. Turns are few but forks are numerous, and usually found far away from opportunities for inquiry in case one should run off the road; hence it is inadvisable to make either run after dark.

MILEAGES
Total Intermediate*(Distances reckoned locally from Bourne.)***o o BOURNE, 15.4 miles from Falmouth.**

Straight ahead with trolley **3-10 mile only**, meeting State macadam at right angles (3-10 M); here (where Falmouth-Wareham route turns left), turn 90° right to end of State macadam (1 M); thence on sandy stretch with numerous curves, crossing RR. (1.8 M) to end of road just beyond (1.9 M).

Turn left direct 1 mile to fork (2.9 M), where take left (right leads to Sagamore); pass under RR. (3 M) to end of road (3.3 M), where turn left and next right (3.4 M). Thence direct along Herring Pond on left to irregular 4-corners (5.9 M); here turn left to

6.5 6.5 IRREGULAR FORKS, "Cedarville" on maps, but no town.

This point applies to this northbound route only as it marks the connection into same of the route from Sagamore and points on the north side of Cape Cod.

Avoiding left fork, run nearly straight ahead 2 miles to fork (8.5 M); here (sign, "Plymouth 14 miles") take right through woods. Keep left on main road at fork (9 M) and right on main road at next fork (10.4 M), picking up trolley at end of sandy stretch.

Continue with car-tracks past lake (on left—13.4 M), running onto macadam (13.9 M—fall 1907); thence through the summer hamlet of Manomet (15 M). Leaving trolleys (to right—15.4 M), keep on winding State macadam, picking up tracks again (from right—17.8 M).

Straight ahead in front of **Hotel Pilgrim** (on right—18.3 M), running along bay—fine views! same road becoming Sandwich St., Plymouth. Continue direct across new bridge (under construction, fall 1907), into lower Main St. (city map, page 547).

21.1 14.6 PLYMOUTH, business center.

The Samoset, nearly opposite RR., station. **Plymouth Auto Station** (George E. Rounds), Park Ave. near RR. station.

FALMOUTH TO CHATHAM, MASS.—42.1 MILES

Via E. Falmouth, Osterville, Hyannis, S. Yarmouth and Harwich, following the South Shore practically all the way. Roads fair-to-poor from E. Falmouth to Osterville (16.8 miles), then good to Chatham.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE TEXT.

(General directions: Follow main-traveled road, avoiding large number of forks and side roads.)

MILEAGES
Total Intermediate

o o FALMOUTH, small triangular park, center of town.

Start nearly east on excellent road, keeping right at fork (2 M) to end of macadam (4.2 M, fall 1907); thence on dirt road, avoiding left fork (5.3 M). At church in fork (6.2 M) keep right past branch roads on right and left, through irregular 4-corners (9.5 M), crossing small bridge 1-2 mile beyond (10 M).

Avoiding right fork (11 M), continue through irregular 4-corners (12.2 M), striking macadam again (13.7 M, fall 1907); thence downgrade with sharp curve at foot of hill (14.1 M). Pass left fork (14.3 M & 15.4 M); also pass branch road on left (15.7 M—connection into this route from West Barnstable on north shore route) into summer hamlet of Osterville (16.8 M).

Pass right fork (16.9 M), direct on winding State macadam through irregular 4-corners (17.2 M), curving left at flag-pole (19.3 M) past monument in small park (on left) at Hyannisport (19.8 M). At fork (20 M), keep right on macadam; 2.2 miles beyond (22.2 M) keep left on macadam into village of

23.7 23.7 HYANNIS. (Road from North Shore at Barnstable comes in from left just before center of town.)

Straight ahead over RR. at Hyannis station (on left—23.8 M), bearing left on macadam at fork (23.9 M), and right on macadam at next fork (24.8 M), through W. Yarmouth (25.9 M). At 3-corners (29.2 M) keep right into the village of S. Yarmouth (29.3 M); run through, crossing bridge over Bass River (29.4 M).

Continue through W. Dennis (29.9 M); avoiding numerous forks and branch roads on right and left; pass Wayside Inn (on left—32.7 M) into village of W. Harwich (33 M) Cross iron bridge (33.3 M), direct through Harwichport (35.2 M) and S. Chatham (38 M); pass S. Chatham depot (on left—38.4 M) direct, with numerous curves through village of West Chatham (40.1 M) into

42.1 18.4 CHATHAM, P. O., center of town.

Monomoyck Inn. 1-10 mile east of P. O.

Gasoline with its inflammability and destructive powers, not only has the power to propel motor cars, but also the power to destroy them, and to do damage of a serious nature if it is not properly handled.

ORLEANS TO WAREHAM, MASS.—45.7 MILES.

All the way along the north shore of Cape Cod via Brewster, Yarmouth, Barnstable, West Barnstable, Sandwich, Sagamore, Bourne, Buzzards Bay and Onset. Connection at Sagamore for Plymouth, Mass.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE TEXT.

(State macadam greater part of way—numerous sharp curves and turns.)

MILEAGES
Total Intermediate

0 0

ORLEANS, principal 4-corners.

Start nearly west on State macadam, crossing RR. (2.5 M); pass branch road (on left—4.4 M, leading across to E. Harwich), keeping right on main road at village of Brewster (5.3 M). Go through, bearing left on main road at 3-corners (5.4 M) to country store in fork (5.5 M); here take right—caution for sharp right curve (7.1 M).

At fork (10.2 M) keep right on State macadam—fine views of the ocean all way to and through Dennis (11.8 M); **The Nobscussett**. Avoiding right fork (12.1 M), continue on main road to prominent fork (16.2 M), where keep right into the village of Yarmouth (16.4 M).

Direct through hamlets of Yarmouthport (16.7 M) and Cummaquid (17.7 M); pass prominent branch road (on left—19.1 M, connecting across to Hyannis) into Barnstable (19.2 M). Pass Court House (on left—19.3 M), straight ahead across RR. (20.6 M); at 3-corners with pump (21.7 M) keep right on main road, and right also at next fork (22.4 M).

Cross RR. (23 M), following State macadam—one stretch in this vicinity incomplete. 1907). past prominent branch road (on left—23.5 M, connecting from Osterville on South Shore road via W. Barnstable). At fork (24.6 M) keep right on main road, crossing RR. (28.2 M), at fork 1-2 mile below (28.7 M), keep left on main road into town of Sandwich (31.2 M).

Thence straight ahead past church in left fork (31.3 M) and Town Hall in right fork leaving town (31.4 M). Follow best road to fork (33.4 M), where keep right to junction of three prominent roads at next village,

33.6 33.6 **SAGAMORE.** (For connection to Plymouth from Sagamore, see separate paragraphs at end of this route.)

Run nearly straight ahead on good road (along lower side of RR. all way for next 2.8 miles) to prominent fork (36.3 M); here take right, crossing RR. (36.4 M). Thence direct on stretch of poor dirt road (fall, 1907), with several sharp curves, striking macadam (37.2 M—fall 1907).

Picking up trolleys (from left—37.9 M), follow them on excellent road to Buzzard's Bay station (on left—38.9 M). Leaving car-tracks to right at this point, continue straight ahead to fork just beyond (39 M), where take right, meeting trolleys again at 4-corners (39.2 M).

Turn 90° left—sign, "Onset," "Wareham," over RR. bridge (39.3 M); 4-10 mile beyond (39.7 M), turn 90° left with car-tracks, immediately over another RR. bridge. Curve right (39.8 M), crossing bridge over bay (41.2 M), into and through Onset (41.3 M); thence on fine macadam to end of road (43 M).

Turn right, crossing RR. at Onset Jct. station, making next 90° left turn (E. Wareham—43.4 M), straight ahead across small bridge (44.2 M). Thence on main road, crossing RR., bridge and RR. again (all 3 close together—45.5 M) to end of road immediately beyond, where—meeting trolleys again—turn right into the main street of

45.7 12.1 WAREHAM, P. O., center of town.

Route continued to New Bedford in No. 8 of this section, see page 533; continued to Middleboro, Brockton and Boston in No. 9 of this section, pages 529-532.

CONNECTING ROUTE, SAGAMORE TO PLYMOUTH, MASS.—18.1 MILES

This short connection is given here SOLELY for the convenience of tourists who may find it convenient to run northeast along the coast from the New Bedford-Cape Cod section at Sagamore to Plymouth or points beyond. Considerable time and distance may be saved by this means; but the district passed through is thinly settled, and the roads are principally dirt, with some poor stretches. Turns are few but forks are numerous, and usually found far away from opportunities for inquiry in case one should run off the road; hence it is inadvisable to make either run after dark.

MILEAGES
Total Intermediate (Distances reckoned locally from Sagamore.)

o o SAGAMORE, at 3 main roads, 1-10 mile below RR.

Start nearly north (this would be a right turn, if coming from Cape Cod north shore points east of Sagamore); cross RR. at Sagamore station (1-10 M), straight ahead along pond (on left—2-10 M) to 3-corners (5-10 M). Here bear right; thence direct on main road (avoiding right forks—1 M, 1.3 M & 1.7 M) to

3.5 3.5 IRREGULAR FORKS, "Cedarville" on maps, but no town.

This point applies to this northbound route only as it marks the connection into same of the route from Bourne and points on the west side of Cape Cod to and including Falmouth; or from Buzzards Bay, Onset, Wareham, etc.

Avoiding left fork, run nearly straight ahead 2 miles to fork (5.5 M); here (sign, "Plymouth 14 miles") take right through woods. Keep left on main road at fork (6 M) and right on main road at next fork (7.4 M), picking up trolley at end of sandy stretch.

Continue with car-tracks past lake (on left—10.4 M), running onto macadam (10.9 M—fall 1907); thence through the summer hamlet of Manomet (12 M). Leaving trolleys (to right—12.4 M), keep on winding State macadam, picking up tracks again (from right—14.8 M).

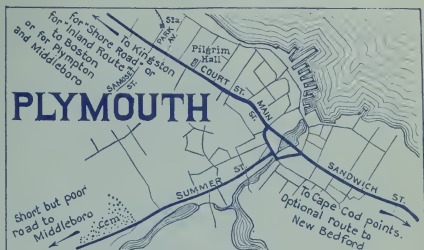
Straight ahead in front of **Hotel Pilgrim** (on right—15.3 M), running along bay—fine views! same road becoming

Sandwich St., Plymouth. Continue direct across new bridge (under construction, fall 1907), into lower Main St. (city map, page below).

18.1 14.6 PLYMOUTH, business center.

The Samoset, nearly opposite RR. station. Plymouth Auto Station (George E. Rounds), Park Ave. near RR. station.

This route enters Plymouth by Sandwich St. to Main St. at business center.



New Bedford-Cape Cod Section, Route No. 15

CHATHAM TO FALMOUTH, MASS.—42.1 MILES

Via Harwich, S. Yarmouth, Hyannis, Osterville and E. Falmouth, following the south shore practically all the way. Roads good to Osterville (25.3 M); then fair-to-poor to E. Falmouth.

(General directions: follow main-traveled road, avoiding large number of forks and side roads.)

MILEAGES
Total Intermediate

0 0 CHATHAM, P. O., center of town.

Start nearly west on State Highway—numerous curves but direct—through W. Chatham (2 M); pass S. Chatham depot (on right—3.7 M), running straight ahead through village a short distance beyond (4.1 M). At country store in fork (5.1 M) curve sharp right, following main road through Harwichport (6.9 M); 2-10 mile beyond (7.1 M) again curve right, keeping still right on macadam at fork

The Incomparable **WHITE** The Car for Service

FASTEST TIME IN WILKES-BARRE HILL-CLIMB

In the great hill-climbing carnival at Wilkes-Barre, May 30th, 1907, a stripped 30 horse-power White Steamer made the climb in 1:49 4-5, establishing the record for the hill. This time was ten seconds faster than the best time made by any of the 45 high-powered gasoline cars which took part in the contest.

(8.6 M), crossing iron bridge (8.8 M) into West Harwich (P. O.—9.1 M).

Direct through hamlets of Dennisport and W. Dennis (12.2 M), crossing bridge over Bass River (12.7 M) into village of South Yarmouth (12.8 M). At fork leaving town (12.9 M) keep left (right turn leads to Yarmouth, on north shore route), passing through west Yarmouth (16.2 M); thence on main road, crossing RR. at depot (on right—18.3 M) into village of

18.4 18.4 HYANNIS. (*Connection to north shore route at Barnstable by right-hand road western edge of town—18.5 M.*)

Straight ahead 3.9 miles, passing to left of monument in small park, Hyannisport (22.3 M); 1-2 mile beyond (22.8 M) curve right with State macadam through irregular 4-corners (24.9 M). At fork, summer village of Osterville (25.3 M), keep right passing (on right—26.4 M) branch road leading to West Barnstable on north shore route (No. 16 of this section to Sandwich and Sagamore, for Wareham and beyond or for Plymouth and beyond).

1 6-10 miles beyond (28 M) curve sharp right, uphill, coming to end of macadam (28.4 M—fall 1907); immediately beyond pass road on left leading to Contuit. Thence nearly straight ahead on the "Falmouth Road" (fair-to-poor condition, 1907) through irregular 4-corners (29.9 M); at fork short distance beyond (30.2 M) keep left—sign "Falmouth."

Cross small bridge (32.1 M), keeping left immediately beyond through irregular 4-corners (32.6 M); 2.6 miles beyond (35.2 M) pass prominent branch road on left to fork (35.5 M). Here take left, direct on main road, meeting macadam (37.9 M fall 1907); thence direct, curving right at fork (41 M) to small triangular park at

42.1 23.7 FALMOUTH, center of village.

Crocker's Garage & Machine Shop, by left turn 2-10 mile before park.

For Woods Hole (point of departure of steamers for Martha's Vineyard and Nantucket islands) take left fork at park; cross RR. and follow State Macadam about 3 miles.

CHATHAM TO WAREHAM, MASS.—54.6 MILES

Via Harwich, W. Harwich, S. Yarmouth, Hyannis, Osterville, W. Barnstable, Sandwich, Sagamore, Buzzards Bay and Onset. (Using the best roads along the South Shore to Osterville; thence across to W. Barnstable, and over the best roads of the North Shore to Wareham.)

This and the corresponding return trip (No. 11—Wareham to Chatham), are made up almost entirely of similar portions of the main routes east and west along the North Shore and South Shore Roads of Cape Cod. They are arranged here, by a short connection across from the vicinity of Osterville to the vicinity of W. Barnstable, for the convenience of the large amount of travel which starts out over the good roads on the South Shore, but having destinations west of Sagamore, especially to Boston or New Bedford.

By this means the poor roads most of the way between Osterville and Falmouth are bridged over, and after one comes into the North Shore only good roads remain

all the way to Wareham. Specific directions and odometer measurements are given throughout, except on the short connecting link between Osterville and W. Barnstable, which stretch was not traveled by the Blue Book car in the fall of 1937.

MANY PLACES SHOWN ON GENERAL MAPS OF CAPE COD ARE TOO SMALL TO BE NOTICED PASSING THROUGH, AND ARE THEREFORE ELIMINATED FROM THE DESCRIPTIVE TEXT.

(General directions: follow main-traveled road, avoiding large number of forks and side roads.)

MILEAGES
Total Intermediate
0 0

CHATHAM, P. O., center of town.

Start nearly west on State Highway—numerous curves but direct—through W. Chatham (2 M); pass S. Chatham depot (on right—3.7 M), running straight ahead through village a short distance beyond (4.1 M). At country store in fork (5.1 M) curve sharp right, following main road through Harwichport (6.9 M); 2-10 mile beyond (7.1 M) again curve right, keeping still right on macadam at fork (8.6 M), crossing iron bridge (8.8 M) into West Harwich (P. O.—9.1 M).

Direct through hamlets of Dennisport and W. Dennis (12.2 M), crossing bridge over Bass River (12.7 M) into village of South Yarmouth (12.8 M). At fork leaving town (12.9 M) keep left (right turn leads to Yarmouth, on north shore route), passing through West Yarmouth (16.2 M); thence on main road, crossing RR. at depot (on right—18.3 M) into village of

18.4 18.4 **HYANNIS.** (Connection to North Shore route at Barnstable by right-hand road western edge of town—18.5 M.)

Straight ahead 3.9 miles, passing to left of monument in small park, Hyannisport (22.3 M); 1-2 mile beyond (22.8 M) curve right with State macadam through irregular 4-corners (24.9 M). At fork, summer village of Osterville (25.3 M), keep right to fork or branch road, where keep to right,

26.4 8 **LEAVING SOUTH SHORE ROAD.** (This point should be carefully looked for and positively identified.)

[General description and approximate distances only across to North Shore Road at West Barnstable.] Continue nearly north, avoiding all right and left forks to intersection of the main road along the North Shore, just after crossing RR. at W. Barnstable station,

32.4 6 **W. BARNSTABLE.** (Approximate distances from Osterville.)

Turn 90° left into the North Shore Road, which is followed balance of the way to Wareham. At fork (33.5 M) keep right on main road, crossing RR. (37.1 M), at fork 1-2

**The Warner
Auto-
Meter**

**HOW FAST—not approximately,
BUT EXACTLY—AND EX-
ACTLY HOW FAR.**

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



mile below (37.6 M), keep left on main road into town of Sandwich (40.1 M).

Thence straight ahead past church in left fork (40.2 M) and Town Hall in right fork leaving town (40.3 M). Follow best road to fork (42.3 M), where keep right to junction of three prominent roads at next village,

42.5 10.1 SAGAMORE. (*For connection to Plymouth from Sagamore, see separate paragraphs pages 546-547.*)

Run nearly straight ahead on good road (along lower side of RR. all way for next 2.8 miles) to prominent fork (45.2 M); here take right, crossing RR. (45.3 M). Thence direct on stretch of poor dirt road (fall, 1907), with several sharp curves, striking macadam (46.1 M—fall 1907).

Picking up trolleys (from left—46.8 M), follow them on excellent road to Buzzard's Bay station (on left—47.8 M). Leaving car-tracks to right at this point, continue straight ahead to fork just beyond (47.9 M), where take right, meeting trolleys again at 4-corners (48.1 M).

Turn 90° left—sign, "Onset," "Wareham," over RR. bridge (48.2 M); 4-10 mile beyond (48.6 M). turn 90° left with car-tracks, immediately over another RR. bridge. Curve right (48.7 M), crossing bridge over bay (50.1 M), into and through Onset (50.2 M); thence on fine macadam to end of road (51.9 M).

Turn right, crossing RR. at Onset Jct. station, making next 90° left turn (E. Wareham—52.3 M), straight ahead across small bridge (53.1 M). Thence on main road, crossing RR., bridge and RR. again (all 3 close together—54.4 M) to end of road immediately beyond, where—meeting trolleys again—turn right into the main street of

54.6 12.1 WAREHAM, P. O., center of town.

Route continued to New Bedford in No. 8 of this section, see page 533; continue to Middleboro, Brockton and Boston in No. 7 of this section, pages 529-532.

New Bedford-Cape Cod Section Route, No. 17

GENERAL NOTES: PRINCIPAL CONNECTIONS BETWEEN THE NORTH SHORE ROAD AND THE SOUTH SHORE ROAD (BOTH WAYS).

These frequently useful connections are given here for reference only, as it is impracticable to work them comprehensively into the text of the main routes East and West. Odometer measurements over some of them were made by the Blue Book car in the fall of 1907, but for most of them we have at this time only general notes. With few exceptions it is necessary for the stranger to carefully look for and positively identify the start of these cross-lines, as they leave and enter the main thorofares in the most unexpected ways.

ALL DISTANCES BY THESE CROSS LINES RECKONED LOCALLY FROM POINT OF LEAVING MAIN ROADS EAST AND WEST (NORTH SHORE AND SOUTH SHORE ROADS).

1. WEST BARNSTABLE TO OSTERVILLE: This cross-route starts south from the North Shore Road near West Barnstable station, and comes into the South Shore Road about 1-2 mile N. W. of Oster-

village; distance about 6 miles. The Blue Book would thank some tourist for odometer measurements, or for any necessary directions between these points.

2. BARNSTABLE TO HYANNIS: This cross-route starts south from the North Shore Road 1-10 mile east of Barnstable village, and comes into the South Shore Road 1-10 mile west of Hyannis village; distance about 4 miles. The Blue Book would thank some tourist for odometer measurements, or for any necessary directions between these points.

3. YARMOUTH TO S. YARMOUTH: This cross-route starts south from the North Shore Road 1.2 miles east of P. O., Yarmouth, and is identified by a conspicuous signboard reading to points on the South Shore. At fork (9-10 M), keep left—sign "Bass River," following good road through woods; cross RR. tracks (1.8 M) direct to end of road 1-10 mile west of bridge, Yarmouth (3.6 M).

4. YARMOUTHPORT TO HYANNIS: Distance about 3 1-2 miles, following Hyannis Branch N. Y., N. H. & H. RR. practically all the way. The Blue Book would thank some tourist for odometer measurements, or for any necessary directions between these points.

5. E. DENNIS TO W. DENNIS: (making the best connection from the North Shore Road to the South Shore Road on the Eastern half of Cape Cod up to time of completion of State macadam between Orleans and Chatham.) This cross-route starts south from the North Shore Road 1-10 mile west of E. Dennis P. O.; at top of grade 4-10 mile beyond is a fine view of the ocean and the whole eastern section of the Cape.

Continue on the one road through woods, with sharp left curve (3.6 M), crossing RR. at South Dennis station (3.7 M). At fork just beyond (3.9 M), keep right on main road, winding to right (4.2 M); then straight ahead to intersection of the South Shore Road (5.4 miles—about mid-way between W. Dennis and Dennisport).

6. BREWSTER TO HARWICHPORT: Distance (via Pleasant Lake) about 7 miles. Our information is that this road, while passable, is not good; in that case, it is preferable to cross by No. 5, or (after completion of improvements under way, fall 1907-spring 1908) by No. 7.

7. ORLEANS TO CHATHAM: Being macadamized fall 1907-spring 1908—distance about 9 1-2 miles. When open this connection will render unnecessary the long detours advised up to this time to avoid the deep sand on the old line. The new road runs nearly direct south from the central 4-corners, Orleans, and comes into the South Shore Road by white church 4-10 mile west of Chatham P. O.

8. OSTERVILLE TO WEST BARNSTABLE: This cross-route leaves the South Shore Road about 1-2 mile N. W. of Osterville, and comes into the North Shore Road near W. Barnstable station; distance about 6 miles. The Blue Book would thank some tourist for odometer measurements or for any necessary directions between these points.

9. HYANNIS TO BARNSTABLE: This cross-route leaves the South Shore Road 1-10 mile west of Hyannis village, and comes into the North Shore Road 1-10 mile east of Barnstable village; distance about 4 miles. The Blue Book would thank some tourist for odometer measurements or for any necessary directions between these points.

10. HYANNIS TO YARMOUTHPORT: Distance about 3 1-2 miles, following Hyannis Branch, N. Y., N. H. & H. RR. practically all the way. The Blue Book would thank some tourist for odometer measurements or for any necessary directions between these points.

11. S. YARMOUTH TO YARMOUTH: This cross-route leaves the South Shore Road from a junction of 3 roads 1-10 mile west of bridge, S. Yarmouth. Avoiding right fork 1-10 mile beyond, continue on main road, crossing RR. (1.8 M); thence direct to intersection of the North Shore Road (3.6 M—1.2 miles east of P. O., Yarmouth).

12. W. DENNIS TO E. DENNIS (making the best connection from the South Shore Road to the North Shore Road on the Eastern half of Cape Cod up to time of completion of State macadam between Chatham and Orleans). This cross-route starts north from the South Shore Road about midway between Dennisport and W. Dennis, and can be identified (with care) by an irregular 4-corners, of which 3 roads are macadam, and the 4th a sandy trail into the woods.

After turning into this road run nearly straight ahead a trifle over one mile, winding left (1.2 M) to and across RR. at S. Dennis station (1.7 M). Just beyond (1.8 M) keep sharp to right, direct 1 mile to fork (2.8 M); here (straight ahead leads into woods), bear left, coming to fine view of the ocean and the whole eastern section of the Cape (5 M). Immediately descend grade to intersection of the North Shore Road at a point 1-10 mile west of E. Dennis.

13. HARWICHPORT TO BREWSTER: distance about 7 miles. Our information is that this route, while passable, is not good; in that case it is preferable to cross by No. 12, or (after completion of improvements under way fall 1907-spring 1908), by No. 14.

14. CHATHAM TO ORLEANS: being macadamized fall 1907-spring 1908—distance about 9 1-2 miles. When open this connection will render unnecessary the long detours advised up to this time to avoid the deep sand on the old line. The new road starts north from the South Shore Road at white church 4-10 mile west of Chatham P. O., and intersects the North Shore Road at the central 4-corners, Orleans.

New Bedford-Cape Cod Section, Route No. 18

NOTES RELATIVE TO MARTHA'S VINEYARD AND NANTUCKET ISLANDS.

These islands are reached by short steamship trips from New Bedford, calling at Woods Hole; but so far automobiles have been seen very little on either. This has been due not only to their being apart from the mainland, but largely on account of the opposition of the residents to the "innovation."

There are some stretches of good roads on both islands, but they have naturally not been much used up to this time. A determined effort has been made by a Boston autoist to travel the roads of Martha's Vineyard, but we believe that the matter is still (spring 1908) in the courts. Special inquiry should be made before planning any trips to either island.

There is no time like the present for making good a little defect in an automobile. Things of that sort never grow smaller—they almost invariably grow larger.

U. S. TREASURY DEPARTMENT RULES

Since these rules and regulations are liable to change without notice, we would suggest that, if occasion should arise to act under them some months hence, it would be well to make inquiry as to how the matter then stands.

Free entry of American-built automobiles, exported and returned. An American-built automobile may be taken abroad and, provided it has not been advanced in value or improved in condition by any foreign-made attachments, may be brought back again free of duty. However, a recent ruling of the Department holds that, upon re-importation, a car previously exported is liable to duty at its full value if repairs amounting to more than 10 per cent. of its original cost have been made while the car was abroad. *Under this ruling it is immaterial whether the repairs were necessitated by accident or otherwise.*

An owner desiring to take his American-built automobile abroad should obtain from the Custom House, at the point of departure, an outward-bound clearance. Before returning to this country, he should obtain from the United States Consul at the point of departure an inward-bound clearance, and a declaration made before the said Consul of the fact that the automobile was exported from the United States and that it has not been advanced in value or improved in condition by any process of manufacture or other means. Failure to comply with the foregoing requirements will render the automobile on importation subject to the same duty as those of foreign build.

Free entry of re-imported foreign-built automobiles: An automobile of foreign manufacture, having been brought into this country and duty paid at the time of importation, may be taken out of the United States for use abroad and is exempt from duty on re-importation, provided it has not been advanced in value or improved in condition while abroad. An owner desiring to take his foreign-built automobile abroad should register it at the Custom House before it is taken out of the United States, and furnish satisfactory evidence that the duty was properly paid at the time of the first importation—(application should be made personally and can be made without the intervention of a Custom House broker). A certificate will thereupon be issued to the owner and upon its return the car, fully identified, is admitted free of duty.

Free entry under bond of automobiles of tourists (not owned by citizens of the United States) for temporary use: The regulation permitting the free entry of bicycles of tourists brought into this country for temporary use, not exceeding three months, has been extended so as to include automobiles brought by tourists from abroad for a stay of not exceeding three months. In such cases formal entry is required, a careful examination and appraisement is made at the point of importation, and a bond satisfactory to the Custom Authorities, with penalty in double the estimated duties, must be given by the importer, providing for the due exportation of the automobile covered thereby within three months from the date thereof, when such bond shall become null and void; otherwise to remain in full force. American citizens travelling abroad are not regarded as "Tourists" by this Regulation, and its provisions do not apply to them.—From "*Information Relating to Foreign Countries, Ocean Freights, Customs, Rules and Regulations,*" compiled by The Bureau of Tours, The Automobile Club of America.

THE WOLFE TAVERN

NEWBURYPORT,
MASS



The Oldest and Most
Up-to-date Hotel
in City

AMERICAN PLAN
Rates \$2.50-\$3.00

Special Attention
given to
Automobile Tourists

GOOD GARAGE

D. H. FOWLE & SON, Proprietors



INGALLS GARAGE CO.

Opposite Wolfe Tavern
NEWBURYPORT, MASS.

OFFICIAL BLUE BOOK STATION.

43 Miles from Boston, Mass., and 75 Miles to Portland, Me.

Up to Date in all Particulars.

Repair Shop, Vulcanizing, Storage and Supplies.

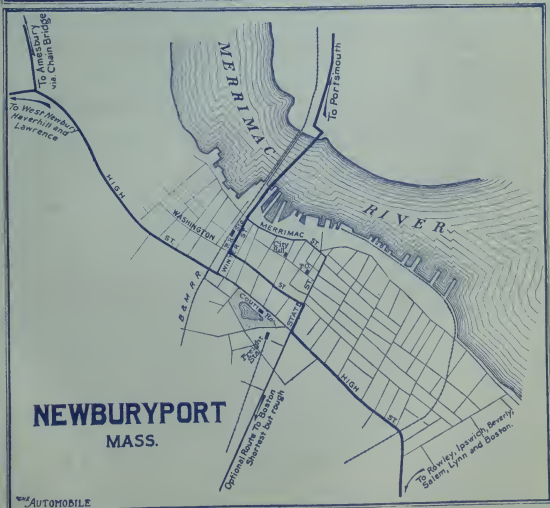
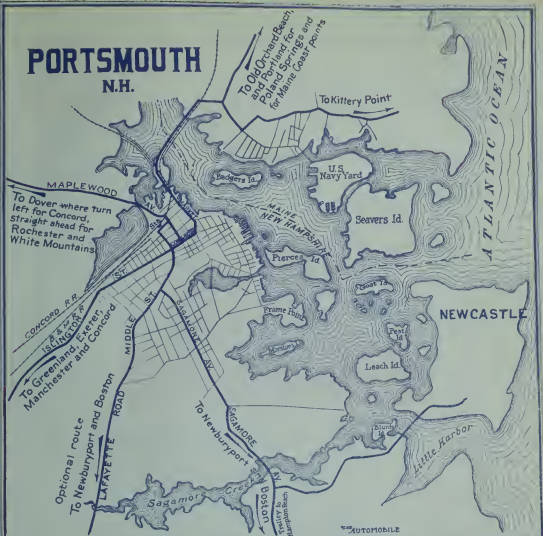
Courteous treatment accorded to all patrons.

"WE AIM TO PLEASE."

Open every day in the year, and all night during the riding season.

PHONES, 401-2 or 8040.

PORTSMOUTH N.H.



Rockingham Hotel

Portsmouth, N. H.

J. J. BUTLER, Manager



The most elegant up-to-date hotel in New England, catering to a clientele desiring refined surroundings. Cafe opened day and evening. Garage and other conveniences for the automobilists and tourists.

Beacham's Portsmouth Fire-Proof Garage



6 Fleet Street
Portsmouth, N. H.

One Minute to all Hotels
Telephone
Supplies and Repairs
Automobiles to Let
Batteries Charged

R. H. BEACHAM & SON
Proprietors

A. B. C. OF MOTORING

By SIGMUND KRAUSZ

A manual of practical information for layman, auto novice and motorist, containing dictionary of terms, types of cars, anatomy of the automobile, motors, carbureter, ignition, cooling, tires, transmission, etc. Care of the machine, art of driving, troubles of the road, etiquette of automobiling, racing rules and statistics, foreign travel, clubs, manufacturers, trade papers, speed tables, and complete digest of motoring laws of thirty-five States and names of those having no laws. MOROCCO COVER, \$2.00.

THE CLASS JOURNAL COMPANY
FLATIRON BUILDING, NEW YORK

NEWBURYPORT-PORTSMOUTH SECTION

NEWBURYPORT, MASS.—The Wolfe Tavern, 100 State St.; In-gall's Garage Co., opposite the Wolfe Tavern.

PORTSMOUTH, N. H.—The Rockingham; The Wentworth (New-castle; see city map). Beacham's Garage, Fleet St.

HAMPTON, N. H.—Whittier House.

RYE BEACH, N. H.—Farragut House.

} Between Newburyport
and Portsmouth.

ROUTES COVERED IN THIS SECTION

- No. 1. Newburyport to Ipswich, Beverly, Salem, Lynn and Boston, Mass.
- No. 2. " " Ipswich, Essex, W. Gloucester and Gloucester, Mass.
- No. 3. " " Groveland, Haverhill, Lawrence and Lowell, Mass.
- No. 4. " " Salisbury, Hampton Beach, Rye Beach and Portsmouth,
N.H. Alternate, Salisbury to Rye Beach via Hampton and Hampton Falls.
- No. 5. Portsmouth to the White Mountains, via Dover, Rochester, Milton, Ossipee, Chocorua, Conway, Intervale, Bartlett and Crawford Notch.
- No. 6. Portsmouth to Lake Winnipisaukee points and Plymouth, N. H., connecting with the northbound routes of the Concord-Manchester section, making Portsmouth-White Mountain routes via central New Hampshire.
- No. 7. Portsmouth to York Beach, Biddeford, Saco and Portland, Maine.
- No. 8. " " Rye Beach, Hampton Beach, Salisbury, N. H., and Newburyport, Mass. Alternate, Rye Beach to Salisbury via Hampton.
- No. 9. Portsmouth to Concord, N. H.; outlines for two complete routes.
- No. 10. " " Exeter, Raymond, and Manchester, N. H. (outlines.)

Newburyport-Portsmouth Section, Route No. 1

NEWBURYPORT TO BOSTON, MASS.—49.2 MILES

Principal through route via Ipswich, Beverly, Salem, Swampscott, Lynn, the Revere Beach Parkway, Somerville and Cambridge, entering Boston via Harvard Bridge. Connection Newburyport and Ipswich to Gloucester on pages 561-562.

FOR THIS AND OPTIONAL EXITS SEE NEWBURYPORT CITY MAP, PAGE 555

(Good macadam or parkway practically all way, except city streets through Salem, Lynn, Somerville and Cambridge.)

MILEAGES
Total Intermediate

o o NEWBURYPORT, State and Washington Sts.

Run south on State St. one block to 4-corners where car-tracks branch, turning 90° left (1-10 M) into High St., direct over R.R. bridge (6-10 M). Curve right just beyond, keeping left with trolleys on main road at fork, Newbury (1 M) through Newbury Old Town (3.7 M).

Straight ahead across 3 small connecting bridges over Parker River (4 M), bearing right (4.2 M) to fork (4.6 M); here keep left, curving left with macadam through cross-roads (5.4 M). Cross R.R. bridge (6.2 M), straight ahead at fork (6.7 M) to Burke's Corner (7 M).

Bear slightly right, picking up trolley (from right—8 M), keeping to left of park at Rowley (8.1 M); caution for car-tracks crossing road (9.1 M). Curve right, up-grade (9.7 M) over R.R. bridge (10.9 M); 3-10 mile beyond (11.2 M), turn right with trolleys and next left (11.1 M), straight ahead to central 4-corners with Monument,

11.7 11.7 IPSWICH.

Cross stone bridge (11.8 M) to "T" in road front of church (12 M); here turn 90° right along east side of park; where trolleys turn left (12.5 M), run straight ahead on the "County Road." Keep left on main road at forks (15 M & 16.4 M), crossing RR. and picking up car-tracks at Hamilton-Wenham station (on left—17.6 M).

Direct on Main St., keeping left with car-tracks at fork (18.5 M) along Wenham Lake (on right—19.2 M) and past North Beverly station (19.9 M). At iron watering trough in fork (20.5 M) keep straight ahead with trolley over RR. (21.5 M) into Cabot St., Beverly. Turn right with car-tracks (22.1 M) into Rantoul St., past RR. station (on right—22.9 M) to fork of streets and trolleys at

23.2 11.5 BEVERLY.

Bear right (23.3 M) across bridge over Beverly Harbor (23.6 M) into Bridge St., Salem; where trolleys bear left (24.3 M) run straight ahead 1-10 mile only to Winter St. Turn left on Winter St. to large boulder in fork front of Common (24.6 M); here turn right along Common to fork (24.7 M).

Take right fork—Brown St.—to its end at St. Peter St. (stone church on right—24.8 M), turning 90° left one block on St. Peter St. to Essex St. Turn right on Essex St. (narrow and crowded) to next left—Lafayette St.,

24.9 1.7 SALEM, Essex House.

The line here given from Salem to Boston is made up of the best roads throughout and, while somewhat longer between Salem-Lynn and Lynn-Boston than the connections shown on old maps, it will be found the quickest, safest and most pleasant route. The completion of the Revere Beach Parkway within the past year—practically free from car-tracks and ordinary traffic barred—provides an entrance into Boston from points north beyond comparison with any heretofore available.

Turn 90° left down Lafayette St., keeping to right of Father Mathew statue in fork (25 M); picking up car-tracks (25.1 M—Goodell's Garage on right), follow them to left of Normal School in fork (26.1 M). Continue along Salem Harbor, crossing RR. at Forest River station (26.6 M); at fork (27.1 M), leave trolleys to left, running nearly straight ahead on Maple St. to end of road (27.4 M).

Turn right (but not sharp right) into the Swampscott Road, following trolley across RR. at Phillips Beach station (28.6 M); at fork (28.9 M) keep right with car-tracks on Humphrey St. direct to monument in fork (30.1 M). Bear left and keep left also at next fork (30.3 M), straight

HARRIS
REGISTERED
OILS

Desiring in every way possible to obtain best results from our Motor Fire Apparatus we are now using Harris Oil.—Webb Motor Fire Apparatus Co.

This is a detailed map of the Salem, Massachusetts area. The map shows the city of Salem, Massachusetts, and its surrounding areas. Key features include:

- Geography:** The map shows the coastline of Salem, Massachusetts, with the Atlantic Ocean to the east. Major water bodies include Salem Harbor, Boston Harbor, and the Lynn River. The map also shows the surrounding land areas, including the cities of Lynn, Boston, and Peabody.
- Transportation:** The map shows a network of roads and bridges. Major roads include the Lynn Highway (Route 1), the Salem Highway (Route 1A), and the Boston Harbor Bridge. The map also shows the locations of several bridges, including the Lynn Bridge, the Salem Bridge, and the Boston Harbor Bridge.
- Landmarks:** The map shows several landmarks, including the Salem Harbor, the Boston Harbor, and the Lynn River. It also shows the locations of several parks, including the Lynn Park, the Salem Park, and the Boston Harbor Park.
- Other Features:** The map includes a compass rose in the upper left corner, indicating the direction of North. It also includes a scale bar in the lower right corner, showing distances in miles and kilometers.

ahead on the "Lynn Shore Reservation" to foot of Nahant St. (31.2 M).

Here (parkway continues straight ahead for Nahant), turn 90° right up Nahant St., meeting trolleys from right at Washington Sq. (31.6 M). Turn left on Broad St., bearing right at fork (31.7 M) through Exchange St., crossing many tracks B. & M. RR. (station on right) to Central Sq. (31.8 M). Continue direct on Central St., bearing diagonally left in front of City Hall.

32.2 7.3 LYNN. Derbab's Garage, 2:2 Broad St.

At Soldiers' Monument in fork just beyond (32.3 M), bear left into "South Common," straight ahead to last left turn before end of Common; here (32.8 M), turn 90° left on Commercial St. Picking up trolleys (from right—33 M), follow them across 2 RRs. (33.2 M), turning 90° right just beyond into the present upper end of

33.3 1.1 REVERE BEACH PARKWAY. (*Low speed limits, especially Sundays.*)

Straight ahead on fine wide surface across long bridge over Saugus River (34.3 M) past Point of Pines (34.7 M) and along amusement resorts to small "Circle" (37.6 M). Turn 90° right over RR. bridge at Revere Beach station (37.8 M), diagonally right across trolleys (38.2 M) and over B. & M. RR. bridge at Revere station (38.6 M).

Bear left on main parkway across trolleys (39.3 M) through 4-corners (40.1 M), across trolleys (40.4 & 40.7 M). Run diagonally through 4-corners (41.4 M), across trolleys (41.7 & 41.8 M), over RR. bridge (41.9 M), canal bridge (42.4 M) and RR. bridge again (42.6 M) to end of road (42.9 M). Turn 90° left over Mystic River bridge (43.2 M), straight ahead to intersection of trolleys at farther side of

44 10.7 BROADWAY PARK, SOMERVILLE.

Turn 90° left down Broadway to Cross St. (44.2 M—fire Dept. station on corner); here turn right over RR. bridge (44.7 M) to end of Cross St. (44.9 M) at Medford Ave. Turn left down Medford Ave. to next 4-corners (45 M—car-tracks spread 4-ways), turning 90° right on Washington St. to head of Prospect St. at Fire Dept. station (on left—45.2 M).

Turn 90° left down Prospect St. past Fire House (on right), straight ahead over RR. bridge (45.4 M)—caution for trolley crossing at end of short, sharp grade. Straight ahead on Prospect St.: picking up trolleys (45.6 M), follow



You'll notice the handsome little
WARNER AUTO-METER

on most of the best cars. Take a look at it; inquire about it. Nearly all automobile dealers sell Auto-Meters.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



tracks to 4-corners at Central Sq., Cambridge (46.4 M); here turn 90° left on stone block pavement over RR. tracks (47 M) to Harvard Bridge (47.3 M).

Cross Charles River into Massachusetts Ave., Boston (47.7 M), straight ahead across Commonwealth Ave. (47.8 M) to intersection of Boylston St. (48 M). Turn 90° left on Boylston St., passing Mass. Auto Club (on left—48.3 M) and Institute of Technology (on left—48.7 M), running along south side of Public Garden and Common,

49.2 5.2 **BOSTON**, Boylston & Tremont Sts.

For hotels, garages, city map and various diverging routes, see Boston section, pages 303-305.

Newburyport-Portsmouth Section Route No. 2

NEWBURYPORT TO GLOUCESTER, MASS.—24.1 MILES

Via Ipswich, Essex and W. Gloucester forming, in connection with the return route from Gloucester to Boston, pages 336-338, a Newburyport-Boston line, alternate to No. 1. Good macadam practically all the way.

FOR THIS AND OPTIONAL EXITS SEE NEWBURYPORT CITY MAP PAGE 555

(This route identical with the preceding route to Ipswich.

MILEAGES
Total Intermediate

There it turns east for the shore.)

0 0 **NEWBURYPORT**, State and Washington Sts.

Run south on State St. one block to 4-corners where car-tracks branch, turning 90° left (1-10 M) into High St., direct over RR. bridge (6-10 M). Curve right just beyond, keeping left with trolleys on main road at fork, Newbury (1 M) through Newbury Old Town (3.7 M).

Straight ahead across 3 small connecting bridges over Parker River (4 M), bearing right (4.2 M) to fork (4.6 M); here keep left, curving left with macadam through cross-roads (5.4 M). Cross RR. bridge (6.2 M), straight ahead at fork (6.7 M) to Burke's Corner (7 M).

Bear slightly right, picking up trolley (from right—8 M), keeping to left of park at Rowley (8.1 M); caution for car-tracks crossing road (9.1 M). Curve right, upgrade (9.7 M) over RR. bridge (10.9 M); 3-10 mile beyond (11.2 M), turn right with trolleys and next left (11.1 M), straight ahead to central 4-corners with Monument,

11.7 11.7 **IPSWICH.**

Cross stone bridge (11.8 M) to "T" in road front of church (12 M), here turn 90° right along east side of park 1-10-mile only to Argilla St. (sign—12.1 M). Turn 90° left (direct road to Boston runs straight ahead), bearing right (12.4 M) to fork (12.7 M); here take right, meeting trolley at end of road (13.3 M).

Turn left on the "Heart Break Road" with car-tracks to fork (13.8 M); now take left (leaving trolleys to right), keeping right at 3-corners (14.4 M). Follow the Essex Road past large tower on hill to left (15.8 M), keeping left at 3-corners (16.9 M) coming into

- 17 5.3 **ESSEX.** (See map page 559 for short connection between Essex and Manchester-by-the-Sea, not through Gloucester.) Direct through Main St., with car-tracks (from right 17.1 M); at next fork (17.7 M), keep left with trolleys



Map of principal automobile routes into, through and out of Gloucester, Mass.

through West Gloucester (21 M) to fork (21.3 M). Take right with car-tracks, running under RR. (21.9 M), direct on fine macadam to oceanfront* (23.7 M); here turn left across bridge over Squam River (23.9 M) to fork of Main and Middle Sts.,

24.1 12.4 **GLOUCESTER, Perkins & Corliss, Garage.**

*On quick through trips via this line to Magnolia, Manchester-by-the-Sea and intermediate points to Boston, it is not necessary to enter Gloucester at all; see city map, above. A sharp right turn into the Shore Road will run into the Gloucester-Boston route (at 4-10 M in 1st paragraph, "Return trip, Gloucester and Manchester-by-the-Sea to Boston," page 336).

THROUGH GLOUCESTER TO EASTERN POINT: Owing to bad pavement on Main St. a roundabout route is usually taken through Gloucester to Eastern Point—shown complete on city map above. Directions: At fork of Main & Middle Sts. (24.1 M), bear left on Middle St., keeping right (straight ahead—24.2 M) to end of street (24.5 M).

Turn left on Pleasant St. to iron water trough at small square, intersection of Prospect St. (24.7 M); here turn right, winding to right just beyond to end of street (25.1 M). Turn left on Main St. (stone blocks); at fork (25.4 M) keep right on E. Main St. to car-barns (25.7 M), again turning right, into the inner harbor road.

Where trolleys leave (to right—26.8 M for Rocky Neck), run straight ahead, with caution for sharp left turn (27.1 M) to fork (27.7 M). Take right fork to Colonial Arms, on Gloucester Harbor, returning (usually) the same way—see local map, top of this page.

"A puncture is a trifle," it's said, "a trifle is a scrap and a scrap is a fight, and a fight is a battle. and a battle is war, and war is h——. Thereore a puncture is h——."

NEWBURYPORT TO HAVERHILL (13.3 MILES), LAWRENCE (22.8 MILES) AND LOWELL, MASS. (34.3 MILES).

Via W. Newbury and Groveland to HAVERHILL, skirting the north side of the Merrimack River to LAWRENCE; thence across to the south side and through Frye Village and W. Andover to LOWELL. Connecting at Lawrence for Boston via Andover, Reading, Stoneham, Middlesex Fells, Medford, Somerville and Cambridge.

FOR THIS AND OPTIONAL EXITS SEE NEWBURYPORT CITY MAP, PAGE 555

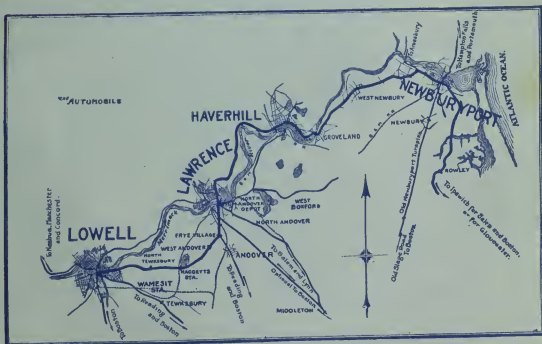
(Roads mostly good—state macadam gradually extending—a few short stretches of dirt road, 1907.)

MILEAGES
Total Intermediate

0 0 NEWBURYPORT, State & Washington Sts.

Run south on State St. one block to 4-corners at High St. (1-10 M); here turn 90° right (leaving trolleys), straight ahead along park and Court House (on left—2-10 M). Meeting car-tracks (from right—5-10 M), follow same immediately across RR. bridge to 3-pronged fork at outskirts of city (2 M).

Here (where right fork leads to Amesbury), bear left on Wesley St. with trolleys—fine macadam; pass Fair Grounds (on right—2.7 M), winding curves downgrade (3.6 M). Continue past church (on right—4.9 M), trolleys and macadam all way to village of West Newbury (7.5 M).



Direct through on main road, curving right with car-tracks (9.7 M) to next village (Groveland); at fork (10.6 M) keep right across bridge over Merrimack River (10.7 M) to fork short distance beyond (10.9 M). Here keep left with trolleys, running close along upper side of river, same thoroughfare becoming Lincoln Ave., then Water St. to intersection of Main St., center of

13.3 13.3 HAVERHILL, Main, Water & Merrimack Sts.

Hill Motor Car Co., 108 Merrimack St.

Straight ahead across Main St. into Merrimack St. through

Merrimack Sq. (13.6 M), same thoroughfare becoming Washington St., running under RR. at station (on right—13.8 M). At fork just beyond (13.9 M) keep left into River St., direct out with trolleys, meeting State Macadam (14.9 M).

Keep right with car-tracks at fork (20.2 M) and left with car-tracks at next fork (20.7 M); short distance beyond (21.1 M—where trolleys leave to left), run straight ahead to intersection of Jackson St. (21.2 M). Turn 90° left down Jackson St. past "Common" on right to Essex St. (22.2 M); turn 90° right on Essex St. through central business section to Broadway,

22.8 9.5 LAWRENCE, Franklin House.

Turn 90° left, running nearly south on Broadway along RR. yards—caution for dangerous grade crossing (23 M), with bad curve of trolleys immediately beyond. Continue straight ahead over iron bridge (Merrimack River—23.1 M), into S. Broadway—trolleys and rough pavement—another dangerous RR. crossing at S. Lawrence station (23.5 M).

Follow car-tracks (good macadam from 24.6 M) to 4-corners, hamlet of Frye Village (25.2 M). Here (leaving the road to Andover straight ahead), turn 90° right into Lowell St. Continue through 4-corners, W. Andover (26.3 M), straight ahead (macadam ends at 27.4—1907) to fork (28.1 M); here keep right through cross-roads (28.7 M).



This route enters Lowell by Andover St., and is continued straight ahead through Church St. to Central St. at the P. O., corner of Appleton St.

Pass Haggett's Pond, on right, crossing RR. at Haggett's station just beyond (28.9 M), leaving branch road on left (30.9 M—to Tewksbury). Picking up trolleys follow them, again on macadam; but where tracks leave (to right—33.7 M), run straight ahead into Andover St. across bridge and RR. (34 M), then direct 2 blocks—Church St.—to intersection of Central St. at P. O.

34.3 11.5 LOWELL, Central, Church & Appleton Sts.

For hotels, garages, city map and various diverging routes, see title page, Lowell section, page 499.

Newburyport-Portsmouth Section, Route No. 4

NEWBURYPORT, MASS., TO PORTSMOUTH, N. H.—25.8 MILES

Crossing the Merrimack River direct to Salisbury, N. H., thence via either (1) S. Seabrook and the long bridge over Hampton Harbor, or (2) via Seabrook, Hampton Falls and Hampton to the new Shore Boulevard, which is followed balance of the way to Portsmouth.

FOR THIS AND OPTIONAL EXITS SEE NEWBURYPORT CITY MAP, PAGE 555.

(Good roads practically throughout; numerous sharp curves and turns.)

MILEAGES
Total Intermediate

0 0 NEWBURYPORT, State & Washington Sts.

Start nearly west on Washington St. (which shortly jogs right and left, then again straight ahead) to Winter St.—one block before RR. (3-10 M); here (trolley turns left), turn right past B. & M. station and along RR. embankment. Picking up trolleys (from right) follow them across iron bridge over Merrimack River (8-10 M, at center span); thence direct to center of village,

2.6 2.6 SALISBURY, N. H.

From this point are two good routes into the new Shore Boulevard (1) turning right a short distance above town, through S. Seabrook and across the long bridge over Hampton Harbor to Hampton Beach; (2) straight ahead via Seabrook, and Hampton Falls, turning right through Hampton to the same point on the Beach. We give both, advising the inland route (2) in bad weather, on account of stretch of poor road 1.4 miles long between Salisbury and S. Seabrook.

(1) To Shore Boulevard via S. Seabrook and long bridge over Hampton Harbor: Continue direct through town 3.10 mile only to fork (2.9 M); here—leaving trolleys straight ahead—take right to end of road (3.3 M). Turn left and almost immediately right, direct over stretch of 1.4 miles bad road (1907); meeting car-tracks (from left—4.7 M), follow them through hamlet of S. Seabrook (4.8 M), crossing iron bridge (6 M).

HARRIS
(REGISTERED)
OILS

Lewis Strang, noted driver, considers Harris Oil an important factor and able assistance in his many cars.

The Farragut House

RYE BEACH, N. H.



Situated fifty miles from Boston on the direct line of the new State Boulevard. It combines country and seashore to an unusual degree. The good roads commend themselves to the enthusiastic automobilist. Public and private baths have been added to the hotel and the high standard of excellence for which it has been famous in the past will be maintained. It has a well equipped garage. Excellent Golf Links. For terms address:

FARRAGUT HOUSE, Rye Beach, N. H.

W. E. CARTER, Manager

Hotel Wentworth

NEW CASTLE, N. H.



Situated in the most ideal location on the Atlantic coast. Seashore and country combined. Unequalled facilities for golf, tennis, canoeing, boating, bathing and motoring. Cuisine, service and music unsurpassed. Sixty miles from Boston over state roads for automobilists

W. K. HILL, Manager

P. O. Address, Portsmouth, N. H.

3-10 mile beyond (6.3 M) turn sharp left with trolleys passing Seabrook Beach (6.8 M); thence direct to and across wood bridge 9-10 mile long over Hampton Harbor (7.3 M to 8.2 M, no toll). Continue through Hampton Beach (9 M), straight ahead to intersection of another line of car-tracks (10.4 M).

ALTERNATE, SALISBURY TO THIS JUNCTION OF TWO TROLLEY LINES (10.4 M): run straight ahead from Salisbury (2.6 M), following car-tracks under RR. (3.2 M) direct to Seabrook (5.2 M). Continue on main road through Hampton Falls (7.6 M), passing under RR. bridge to 4-corners with sign-boards at Hampton (9.9 M); Hotel Whittier: turn right to beach, intersecting other road (12.1 M or 1.7 miles longer than via S. Seabrook and Hampton Harbor.)

The new Shore Boulevard is now followed practically all way into Portsmouth, past Rye Beach and Little Boar's Head—geographical names hardly distinguished by the stranger passing through. Distance beyond this point reckoned on basis 10.4 miles from Newburyport by short way via S. Seabrook and bridge over Hampton Harbor; if coming via Hampton Falls set back odometer 1.7 miles (to 10.4 M).

Avoiding all left forks and left-hand roads, continue with trolleys past N. Beach Jct. station (on right—12.2 M) to prominent fork (14.1 M). Here either take right past **Hotel Farragut** (on oceanfront—14.3 M), or follow trolley around to left—both roads coming together (14.5 M), without change in mileage.

Direct through cross-roads (14.7 M), but at "T" in road 2-10 mile beyond (14.9 M), turn 90° right (trolleys run straight ahead), winding left (15.2 M). 1 3-10 miles beyond (16.5 M) bear left with best road—away from beach—straight ahead 1-2 mile to end of road (17 M); here turn 90° right 3-10 mile only (road all way to beach at this point does not connect north).

Turn 90° left (17.3 M)—caution for sharp turns (dangerous at speed); still avoiding all left forks and left-hand roads, follow Shore Boulevard, bearing left at end of same (21.2 M) to 4-corners where trolleys are again met (23.4 M). Turn 90° right, following car-tracks past branch road on right (23.9 M—leading to Newcastle, **Hotel Wentworth**).



Straight ahead over bridge (24 M) into Sagamore Ave., Portsmouth; thence with trolleys all way into Miller Ave. (24.5 M) and through same to Middle St. (25.5 M). Follow car-tracks to end of Middle St. (25.7 M) where turn right on Congress St., center for all routes into, through and out of

25.8 23.2 **PORTSMOUTH**, Congress & Vaughan Sts.

For hotels, garages, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

PORTSMOUTH TO BRETTON WOODS, N. H.—115.2 MILES

Main route from the Massachusetts and New Hampshire Coasts to the White Mountains, via Dover, Rochester, Ossipee, Conway, Intervale and Crawford Notch. Connection for Jackson, N. H., and east side of the "Presidential Range," via Intervale and Glen.

Roads from Portsmouth to Dover and Rochester (21.5 miles) good throughout. From Rochester to Conway (58.1 miles, or almost exactly half the distance between Portsmouth and Bretton Woods), the roads average from fair to poor, with numerous sandy stretches; there are also a few steep grades, but none really bothersome. From Conway through Intervale to the end of the run it is the average mountain district road, but without steep grades (except the sharp ascents through Crawford Notch, which may be eliminated for 1908).

On account of its being the most direct line between the New Hampshire Coast and the White Mountains, this route is considerably traveled, and fair average time can usually be made over it. However, the Rochester-Conway portion will invariably prove less interesting than expected by the first-time tourist and the towns along this stretch are few, small and far between.

FOR THIS AND OPTIONAL EXITS SEE PORTSMOUTH CITY MAP, PAGE 555.

(Good road all way to Dover and Rochester; ignore trolleys, which leave and enter main road several times.)

MILEAGES
Total Intermediate

o o **PORTSMOUTH**, Congress & Vaughan Sts.

Start N. W. on Vaughan St., crossing RR. (1-10 M); turn first left beyond and next right (2-10 M); picking up car-tracks (from right—4-10 M), follow same over Causeway (5-10 M). Leaving trolleys to left just beyond (6-10 M), run straight ahead on Maplewood Ave. to "T" in road or 3-corners (3.2 M); here turn right, following main road 1.4 miles, where curve sharp right (4.6 M).

Wentworth's Garage,

Dover, N. H.

Headquarters for Tourists

Supplies and Repairs.

Competent Mechanics
always on hand.

3-10 mile beyond (4.9 M) bear left across Dover Point Bridge (5.2 M—toll 15c—look out for gates down); leaving bridge curve left past Dover Point RR. station (on right), crossing RR. (5.9 M). Thence along the Piscataqua River (on right) for 4.9 miles (avoiding two intermediate right forks—7.9 M & 8.7 M); picking up trolleys again (from left—10.8 M) follow them rest of way on Central Ave. to City Hall,

11.3 11.3 DOVER, Wentworth's Garage, Central Ave.

Direct through across iron bridge (11.5 M) and over RR. tracks (11.6 M); when trolleys leave to right continue straight ahead on main road, avoiding all right and left forks. Picking up car-tracks again (from right—13.7 M), follow them 6-10 mile only to 4-corners (14.3 M); here (leaving trolleys straight ahead), turn right past Fair Grounds (on right—14.5 M).

Continue through cross-roads (16.9 M), thence on main road—sandy in spots, descending long, gradual grade to and along right side of "Common" (20.9 M), entering Rochester. Thence straight ahead across RR. (21.2 M), picking up trolleys (from left immediately beyond RR.); follow them on Main St. to monument, center of

21.5 10.2 ROCHESTER, Main & Wakefield Sts.

This route was covered (on the opposite direction only) on a cold, rainy afternoon in the late fall of 1907, the stretch above Rochester after dark; for these reasons the directions between Rochester and Conway are not clear and distinct at all points, though in the main they are correct. All general maps of this district are all VERY poor.

Bear right at monument up Wakefield St., crossing RR. four times in next two miles (21.9 M, 22.4 M, 22.8 M & 23.5 M); at fork 4-10 mile above last crossing (23.9 M) keep left on main road. Again cross RR. (26.7 M), passing under RR. tracks (27.6 M); at fork 3-10 mile beyond (27.9 M), keep left on main road, over RR. tracks once more (28.8 M) into Milton (29.7 M).

Straight ahead past depot (on right—29.8 M) to fork (30.6 M), where keep right over RR. (30.8 M), passing small lake (on right—31.4 M) to fork (34.2 M); here take left, following main road, across RR. tracks again at station (on left—36 M) into Union (36.2 M). Direct through town past pond (on right—37.1 M); at fork (38.1 M) keep left on main road, and right on main road at next fork (38.5 M), immediately across RR.

The OFFICIAL AUTOMOBILE BLUE BOOK CAR was equipped with _____

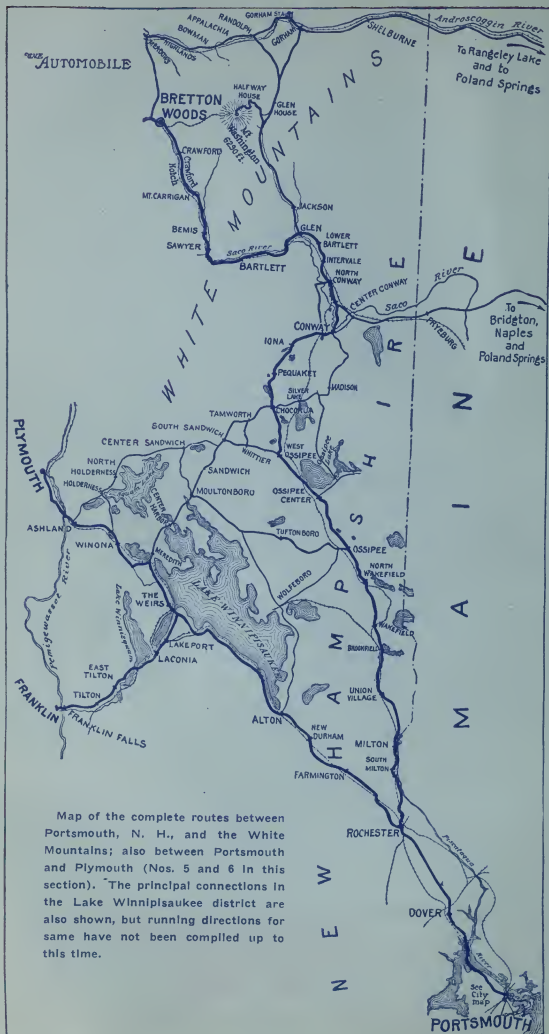
See pages 20, 761

THE WARNER
AUTO-
METER



WARNER INSTRUMENT CO., Beloit, Wis.





Continue on main road along RR. through Sanbornville (probably—40.3 M), crossing RR. (40.4 M); thence on short stretch of macadam through 4-corners (40.5 M). Direct across RR. again at Wakefield station (on left—42.2 M), keeping right at 3-corners (42.8 M), over RR. tracks again (46.2 M).

At fork (46.7 M) keep left over RR. (47.5 M), descending grade (47.7 M) direct to Ossipee (51.7 M—estimated); here take right on short stretch of good road, crossing RR. at station (on left—52.2 M). Descend grade, continuing on main road along lake to fork (53.4 M); bear left, crossing small bridge at sawmill (57 M), straight ahead to Ossipee Center (57.3 M).

Direct—sandy in spots—crossing RR. at Ossipee Valley station (on right—60.4 M) to "T" in road by small bridge (61.1 M), **using care not to pass**. Turn right across bridge, thence over wood bridge (62.7 M), curving right (63.4 M) to hamlet of W. Ossipee (63.5 M); here curve left, but keep right at fork just below (63.6 M)—left for Tamworth and Lake Winnipisaukee points.

At fork or 3-corners (65.4 M) keep right, direct 2 miles to prominent 4-corners (67.4 M); here turn 90° right across bridge and (unless going to Chocorua P. O., which is 1-10 mile straight ahead), take next left (67.5 M). Thence on main road, keeping right with same at fork of 3-roads (68.9 M) past Lake Chocorua (on left—69.9 M) to "T" in road (71 M), where turn left over small bridge.

At fork (71.7 M) keep left on main road to next fork (74 M); here keep to right (left-hand fork is longer way into same road) to hamlet of Iona P. O. (73.8 M). Continue through, descending grade (74.6 M) into and through next hamlet of Albany (75.1 M); thence on main road—considerable sand—avoiding right fork (77.1 M) and left fork (77.4 M).

Cross RR. (77.5 M, 77.7 M & 78.2 M), direct across branch RR. track (78.9 M); just beyond curve right past Conway station (on left—79.2 M), crossing small iron bridge (79.5 M) to center of village, Conway (hotel on left-hand corner—79.6 M). Turn 90° left, bearing right at fork leaving town (79.8 M) through covered bridge (79.9 M), following main-traveled road.

Meeting route from Fryeburg, Poland Springs, Portland, etc. (which comes into this road at reverse fork—82.6 M), continue into village of North Conway (85.2 M). Direct through, avoiding left fork downhill (85.3 M); cross RR. (85.5 M) winding downgrade on good road through woods to

87.1 65.6 INTERVALE, Intervale House, garage in connection.

Direct through across RR. (87.2 M) and over iron bridge at lower Bartlett (89.1 M), bearing left on excellent gravel at forks (89.2 M & 89.5 M). Pass road leading to Jackson*

(on right*—91 M), running straight ahead through 4-corners at Glen Station (91.1 M) and through covered bridge (91.2 M); cross branch RR. (91.8 M), keeping left on main road at fork just beyond (91.9 M).

*This route continued direct to Bretton Woods, connecting there for all points west, northwest and southwest. For most-used intermediate connection—to Jackson, Glen Cottage (starting point for the only road up Mt. Washington) and Gorham, with extension to Randolph and Jefferson, see separate paragraphs at end of this route.

Curve left to cross unprotected wood bridge (92.2 M); at fork (92.8 M) keep left through covered bridge (93 M), direct to right curve across RR. (95.3 M). Immediately swing left along tracks onto level stretch of excellent gravel, slow down approaching 4-corners at Bartlett (iron watering trough, on right—97.2 M).

The several RR. crossings between this point and Bemis station (103.3 M) are **ALL AT GRADE AND DANGEROUS**, particularly during the frequent summer train service.

Direct on main road across RR. (97.5 M), keeping right at fork immediately beyond into woods (98.4 M)—caution for downbound vehicles at sharp curves between river and large rocks (99.2 M & 99.3 M). Cross unprotected wood bridge (100 M) and RR. (100.5 & 100.8 M); running over iron bridge (101 M); again cross RR. 101.2 M & 102.3 M—also at Bemis station (103.3 M). Continue direct, using care at unprotected wood bridges (104.1 M, 104.8 M, 105.6 M, 106.1 M, 107 M and 107.9 M), passing

109.1 22 SITE OF WILLEY HOUSE. (*Sign in open space on left.*)

New piece of road to ease the following ascent will probably be ready for use during summer 1908. North-and-westbound tourists watch—on right—for same at the beginning of the steeper inclines. When completed special sign will undoubtedly be erected.

Straight ahead through woods along Saco River (Mt. Webster on right—Mt. Willey on left), meeting upgrades into Crawford Notch (109.8 M)—gradual rises 1st for 1 1-2 miles. **Then up very steep grades (111.4 M) with sharp curves along deep ravine and especially difficult bridge to cross at bad angle about half way of ascent; reaching top of grades, run straight ahead between RR. station (on left) and small lake (on right) to**

111.9 2.8 CRAWFORD HOUSE (Hotel), garage in connection.

Continue direct—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected bridge (113.8 M), running closer along the Ammonoosuc River to "T" in road just before the RR. station,

115.2 3.3 BRETTON WOODS, Mount Pleasant House, to left of RR. station.

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° right just below the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

Wentworth Hall and Cottages

Jackson, White Mountains
New Hampshire



AUTOMOBILISTS trips can be made to and from all prominent points in the White Mountains in one day.

Cuisine and Service

of the Highest Order

Rooms with private
baths and open wood
fires.

Thoroughly equipped
Garage.

Excellent Golf Links
and Tennis Courts.



M. C. WENTWORTH,
Proprietor and Manager.

JAMES N. BERRY,
Assistant Manager.

CONNECTION FROM THIS ROUTE TO JACKSON, GLEN COTTAGE AND GORHAM

(Distances reckoned locally from intersection of the Intervale-Crawford Notch-Bretton Woods road, 1-10 mile east of Glen Station.)

MILEAGES
Total Intermediate

o o GLEN STATION, start of the Jackson-Glen Cottage-Gorham road.

Turn north (a right turn if coming from Intervale or points below), through covered bridge (1.3 M), direct 1.1 miles to next fork (2.4 M); here take right (left is a trifle shorter, but less used road) immediately through another covered bridge. Pass Gray's Inn (on right—2.8 M), turning left across small iron bridge (3 M) and again left in front of hotel at

3.1 3.1 JACKSON, Wentworth Hall.

Curve right, leaving hotel, thence direct on main-traveled road, bearing left across wood bridge (8.5 M); 3 miles beyond ascend long and very steep grades. Pass toll-gate (on left—15.8 M), coming at once to small hotel and large barns (on right) at Glen Cottage (15.9 M).

This is the starting point for the only highway up Mt. Washington—the course used for the "Climb to the Clouds," 1904 and 1905. Automobiles are not ordinarily allowed on this road, but a change in that respect is anticipated for the reasonably near future.

Continue on main road passing left fork (18.4 M—short but poor road to Randolph), crossing iron bridge (22.1 M) and wood bridges (22.8 M & 23 M). Direct over RR. tracks (23.9 M) to intersection of the main street of Gorham, just beyond (24 M); here turn 90° left, past the **Mt. Madison House** (on right—24.1 M) to iron watering trough, center of

24.2 24.2 GORHAM. (Road to Berlin and north follows trolley out of town, turning right 1.1 miles beyond.)

EXTENSION ROUTE, GORHAM TO RANDOLPH AND JEFFERSON (distances reckoned locally from Gorham): Picking up trolley at this point, follow tracks straight ahead through town and across bridge (1 M); at fork just beyond 1.1 M, keep left (leaving trolley and road to Berlin on right). Cross Grand Trunk RR. (1.2 M), running straight ahead past Gorham station, B. & M. RR. (on right—2 M), keeping left on main road at fork (2.3 M).

1-2 mile beyond again cross B. & M. RR. (2.8 M), ascending short but steep grades (3.1 M) through Randolph (6.6 M); pass Bowman (small) RR. station (on left—9.6 M) direct to small hotel in fork 1 mile beyond (10.6 M). Here (leaving road to Highlands station and Cherry Mt. Station on left), **CONTINUE NEARLY STRAIGHT AHEAD.**

Direct on same road through Jefferson Highlands (Ethan Allen Crawford's on right—12.6 M), passing prominent branch road on left (14 M—for Highlands station, etc.). At once cross small bridge, direct 3.4 miles—most of way along foothills of Star King Mt.—to hotel on right at **JEFFERSON** (17.4 M); **THE WAUMBEEK.**

PORTSMOUTH TO PLYMOUTH, N. H.—77 MILES

From the New Hampshire Coast to Lake Winnepesaukee and the Pemigewasset Valley, connecting with the northbound routes of the Concord-Manchester section making, if desired, optional routes from Portsmouth to the White Mountains. Map on page with the Portsmouth-White Mt. route, page 570.

[General directions and approximate mileages only above Rochester.]

Follow Route No. 5, which see for full running directions and odometer mileages, from Portsmouth through Dover (11.3 M) to

ROCHESTER

21.5 miles from Portsmouth

Bear left, leaving town (where the road to Ossipee, Conway and the White Mountains by Route No. 5 bears right), following general course

THE ASQUAM HOUSE, Holderness, N. H.

On Shepard Hill, overlooking the Asquam Lake, commands one of the most picturesque and extensive views in the whole White Mountain region.
900 feet above the sea—350 feet above the lakes.

Modern—Well Equipped—High Class—
Excellent Cuisine and Service

Garage

H. F. Dorr, Proprietor.

of B. & M. RR. Continue on main road through Farmington (29½ miles), New Durham (34 miles) and Downing's Mills (37½ miles) to Alton Bay (station on right).

Skirt the shore of Lake Winnepisaukee (on right), through West Alton (42½ miles) and several summer hamlets, crossing RR. at Guilford station (48 miles). Straight ahead across Weirs Bridge to The Weirs, 52 miles (New Weirs Hotel) and

MEREDITH

55 miles from Portsmouth

CONNECTION TO HOLDERNESS (ASQUAM HOUSE:) Continue through Meredith village up Plymouth St. 1 mile to height of land, where take left-hand road to Asquam House.

Cross RR. track and take first left, also next left; at cross-roads, 2 miles beyond, turn right and go down steep hill under RR. Leaving Winona station (65 miles) on the right cross small bridge and bear around pond (on left), continuing main-traveled road. Do not take right fork downhill (which seems to enter Ashland), but bear left to Soldiers' Monument, Ashland (71 miles).

Here turn left, cross bridge and continue direct ahead on the main street (asphalt). At forks, 1 mile out, keep left, skirting RR. for about ¾ mile, crossing bridge over river. At Bridgewater station shortly beyond (71½ miles), take right fork along river direct on main road to

PLYMOUTH

77 miles from Portsmouth

Pemigewasset House.

Here connect with the northbound routes of the Concord-Manchester section for Woodstock and the White Mountains, via Franconia Notch, pages 589-590.

AUTOMOBILE RECORD

By SIGMUND KRAUSZ

Expense account for fifty-two weeks, with columns for cost of gasoline, carbide, kerosene, repairs, replacements, daily runs, chauffeur's salary, garage expenses, speed record, starting point, destination, motoring laws of thirty-five States and names of others having no laws. Totals of expenses and runs for any period shown at a glance.

MOROCCO COVER, \$1.00

THE CLASS JOURNAL COMPANY

FLATIRON BUILDING

NEW YORK

The **WHITE** The
Incomparable Car for Service

OFFICIALLY DECLARED MOST EFFICIENT CAR

One of the greatest victories in the annals of the sport was that of the White at the South Harting hill-climb in England, July 10th, 1907. This was primarily an efficiency contest and the first place was given to the White because it developed a greater percentage of its assigned horse-power than did any other machine. It should be noted that the Committee rated the White at 50 horse-power, in order to bring its rating in harmony with that of the gasoline machines.

PASSACONAWAY INN

York Cliffs, Maine



Most Delightful Spot on the New England Coast

Golf Links. Garage. Beautiful Walks. Tennis. Boating. Canoeing. Bathing. Billiards. Bowling. Fishing. Afternoon and Evening Concerts. Two or three cottages for rent. A High-Class Hotel.

W. H. TORREY.



MARSHALL HOUSE

YORK HARBOR, MAINE

E. S. MARSHALL, Prop.

York Harbor's Leading Hotel

Elevator, rooms en suite with baths
In connection with Hotel largest and best-equipped Garage in York Harbor.

The HASTINGS-LYMAN

UNION BLUFF
YORK BEACH, ME.

House open from June 15th
to September 15th

The highest and coolest location; best ocean view; good surf bathing; deep sea and shore fishing; beautiful hill and dale drives through Cedar and Pine woods; high class patronage; excellent cuisine. For rates and brochure address

W. H. HOGARTH, York Beach, Me.

PORTSMOUTH TO PORTLAND, ME.—51.8, MILES

Crossing the Piscataqua River (interstate line) to Kittery, Me.; thence past the York beaches and through Ogunquit, Kennebunk, Biddeford, Saco and West Scarboro. Roads average fair except for a stretch north of Kennebunk, for which an alternate is given.

This stretch is the only part of the route between New York City and Portland, Me., that was not covered by the Blue Book car in the fall of 1907. In the main the following directions and distances are correct, but they are not specific at all points.

(For this and other exits see

MILEAGES
Total Intermediate *Portland city map, page 555.)*

0 0 **PORTSMOUTH**, Market Sq., business center.

Take Market St. with trolley, crossing bridge over the Piscataqua River (interstate boundary—15c. toll) into Kittery, Me.; thence on main road, crossing bridge over York River to York Corners (8 M). Turn right to York Village (8.8 M); **York Auto Garage**; thence on main shore road through York Harbor (9.3 M); **Marshall House**, and York Beach (12.3 M); **The Hastings-Lyman Hotel**.

Pass road on left (14 M—estimated) leading to town of Cape Neddick, keeping generally to right past York Cliffs (Passaconaway Inn), coming into the direct road again in the vicinity of Ogunquit (18.8 M). Thence direct on main road through N. Ogunquit (20.6 M) and Wells (22.3 M) to hamlet of Elms (24.3 M).



AUTOMOBILE REPAIRING —OUR SPECIALTY—

ONLY FIRST CLASS MEN IN CHARGE

A FULL STOCK OF SUPPLIES, OILS AND
GASOLINE CONSTANTLY ON HAND

The York Automobile Garage,

WARREN F. BLAISDELL, Proprietor.

YORK VILLAGE, MAINE

Tel., 21-3.

TO AVOID BAD STRETCH ON DIRECT ROAD (advised under all circumstances in unfavorable weather), turn right to Kennebunkport Beach; thence in a N. W. direction, coming into the direct line again 4.9 miles above town of Kennebunk.

This is the dividing line between the direct route and a detour around by Kennebunkport Beach. On through trips in favorable weather run nearly straight ahead through woods on bad rutty road, crossing Mousem River into

28.6 28.6 KENNEBUNK, Main St., center of town

Straight ahead through town, bearing left at edge of same into the main route; pass under RR. (33.5 M) direct past cemetery to forks of 5-roads (35.7 M—just before reaching Biddeford). Take right fork with trolleys (Alfred St.), shortly leaving car-tracks by taking left into Graham St.; picking up trolleys again, follow them all the way to City Hall (brick building with tower) at

35.7 8.1 BIDDEFORD, Main St. at City Hall.

Keep to right, following Main St. across two bridges and over RR. into Saco (37.5 M), **Saco Automobile Co.**; thence along the main-traveled road through West Scarboro (41.1 M) and Dunstan's (42.9 M). Continue on same road—sandy in spots—through Libbey's Corner (47.7 M) and Cash's Corner (49.2 M), across Vaughan's Bridge over the Fore River (50 M).

Straight ahead across bridge into Portland, where the two principal routes fork for the business center. (1) Take first left after crossing RR. tracks—St. John St.—straight ahead past Union St. (on left) to intersection of Congress St., where turn right on Congress St., trolleys all way to downtown business center. (2) Keep to right from bridge into Danforth St., turning left either through Pine and Emery Sts., through State St. or High St. to Congress St.

A. H. GOODING

R. J. GRANT

A. D. MARSH

SACO AUTOMOBILE CO. **SACO, MAINE**

AGENTS FOR REO AND PREMIER CARS

Supplies of all kinds for sale, for Automobiles and Motor Boats
One minute's walk from finest hotel in York County

The
Incomparable

WHITE

The
Car for Service

White Garage in Portland, 85 Cross St.

PORTLAND, Monument Sq., business center.

For hotels, garages, city map, and various diverging routes, see Maine section, pages 711-713.

PORTSMOUTH, N. H., TO NEWBURYPORT, MASS.—25.8 MILES.

Out Congress and Middle Sts. & Miller and Sagamore Aves. to the new Shore Boulevard to Hampton Beach; thence via either (1) the long bridge over Hampton Harbor and through S. Seabrook, or (2) via Hampton, Hampton Falls and Seabrook, to Salisbury, N. H., crossing the Merrimack River into Newburyport, Mass.

The following route between Portsmouth and Newburyport, via Rye Beach and Little Boar Head, is usually preferred in summer on account of passing the fine beaches along the New Hampshire Coast. The inland route is slightly more direct, as the map shows, but the saving in distance is not great; however, to go this way follow Congress St. to Middle St., thence into the Lafayette Road, practically direct to the Hamptons, picking up the schedule given via the Shore route.

FOR THIS AND OPTIONAL EXITS SEE PORTSMOUTH CITY MAP, PAGE 555.

(Good roads throughout; numerous sharp curves and

turns.)

MILEAGES

Total Intermediate

o o PORTSMOUTH, Congress & Vaughan Sts.

Run S. W. on Congress St. 2-10 mile only to brick library in fork where trolleys divide; here (leaving Congress St. straight ahead), take left (S. E.), with car-tracks on Middle St. to Miller Ave. (3-10 M—trolleys again divide). Turn left through Miller Ave. into Sagamore Ave. (1.3 M), following car-tracks across bridge (1.8 M), passing first left-hand road (1.9 M—to Newcastle—Hotel Wentworth).

At 4-corners 1-2 mile beyond (2.4 M), turn 90° left (trolleys continue straight ahead, past road on right—3.1 M), direct (sign, "Beach"), bearing right (4.6 M) into the Ocean Boulevard. This is now followed for several miles past Rye Beach and Little Boar's Head—geographical names hardly distinguished by the stranger passing through. Thence on fine but winding road, with sharp curves and turns (dangerous at speed) to end of road (8.5 M); here turn 90° right—away from beach, but at junction of 3 roads a short distance beyond (8.8 M), swing left (back toward beach).

Direct 1-2 mile to end of road (9.3 M), turning right along beach to fork or 3-corners (10.6 M); here (left is private way), take right to end of road where trolleys are again met (10.9 M). Turn 90° left with car-tracks through cross-roads (11.1 M) to "T" in road just beyond where trolleys turn right (11.3 M); at this point either

HARRIS
(REGISTERED)
OILS

Your light grade carried us through 400 miles of Florida swamps and bogs.

Chas. Percival, Sales Mgr.,
Cleveland Motor Car Co.

take left past Hotel Farragut (on oceanfront—11.5 M) or follow trolleys around to right—both roads coming together (11.7 M) without change in mileage.

At fork (12 M), keep left (right is private road); thence direct along the shore (avoiding all right forks and right-hand roads). Pass North Beach Jct. (trolley station on left—13.6 M), direct to intersection of another line of car-tracks (15.4 M—this point is 4-10 miles before reaching Hampton Beach proper).

From this point are two good routes for Salisbury and Newburyport: (1) following the beach to and across the long bridge over Hampton Harbor and through S. Seabrook, with a stretch of poor road 1.4 miles long (fall 1907) between S. Seabrook and Salisbury; (2) turning inland at once via Hampton, Hampton Falls and Seabrook, joining the other route just above Salisbury. We give both, advising the inland route (2) in bad weather.

(1) To Newburyport via Hampton Beach and bridge over Hampton Harbor: Run straight ahead from intersection of two lines of car-tracks (15.4 M) past Hampton Beach (16.8 M), crossing wood bridge 9-10 mile long over Hampton Harbor (17.6 M to 18.5 M, no toll). Pass Seabrook Beach (on left—19 M); 1-2 mile below (19.5 M) curve sharp right with trolleys over iron bridge (19.8 M) through hamlet of S. Seabrook (21 M); just beyond (21.1 M) turn left (leaving car-tracks straight ahead) over stretch of narrow, poor road (1907).

At end of road (22.5 M), turn left and almost immediately swing right; meeting trolley line (22.9 M), follow same to fork of streets and car-tracks at Salisbury, N. H. (23.2 M). Keep left (right fork leads to Amesbury), crossing iron bridge over Merrimack River (25 M, at center span) into Winter St., Newburyport, Mass.

Leaving trolleys to left (just beyond bridge), continue straight ahead along RR. embankment past B. & M. RR. station (on right—25.5 M). At Washington St. (2nd left beyond depot), meet and turn left with trolleys; 2 blocks beyond (where car-tracks turn left), continue straight ahead. One block farther jog right and immediately left—still Washington St.—to intersection of State St., center of

25.8 25.8 NEWBURYPORT, Washington & State Sts.

For hotel, garage, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

(2) Alternate to Newburyport via Hampton Falls and Seabrook: Turn sharp right at intersection of two lines of car-tracks (15.4 M) on the Winnicomet Road (sign), following another branch of trolley to Hampton (17.6 M), Hotel Whittier. Turn left at signboards, direct with car-tracks on main road, passing under RR. bridge to and through Hampton Falls (19.9 M) to Seabrook (22.3 M), where trolley forks keep left, but do not take extreme left. Thence with car-tracks upgrade, passing under RR. (24.3 M)

into Salisbury, N. H. (24.9 M), where keep left (right fork leads to Amesbury), crossing iron bridge over Merrimack River (26.7 M) into Winter St., Newburyport, Mass.

Leaving trolleys to left (just beyond bridge), continue straight ahead along RR. embankment past B. & M. RR. station (on right—27.2 M). At Washington St. (2nd left beyond depot) meet and turn left with trolleys; 2 blocks beyond (where car-tracks turn left), continue straight ahead. One block farther jog right and immediately left—still Washington St.—to intersection of State St., center of

27.5 27.5 NEWBURYPORT, Washington & State Sts.

For hotel, garage, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

Newburyport-Portsmouth Section, Route No. 9

PORTSMOUTH TO CONCORD, N. H.—TWO ROUTES

These routes are fragmentary and need verification; the Blue Book includes them as a general guide for tourists desiring to make either run.

1. *Via Dover, Barrington and Epsom—48 miles*

From Market Square take Congress Street two blocks, turn right on Vaughan Street; cross RR. and bear left into Maplewood Avenue, which follow across Cheshire Shore Bridge. Then straight ahead with telegraph poles, keeping to right, cross Dover Point Toll-Bridge (Great Bay on left, Piscataqua River on right), and direct with RR. and telegraph poles into Central Avenue,

DOVER

12 miles from Portsmouth

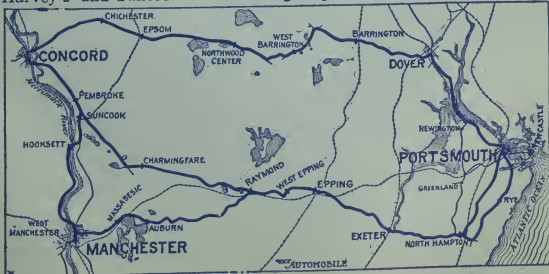
Wentworth's Garage, Central Ave.

Turn left on Third Street across RR. and take right fork, crossing another RR., then direct over winding road, 6 miles out, crossing still another RR. and on to

BARRINGTON

21 miles from Portsmouth

Bear left through West Barrington (26 miles), shortly beyond, turning right to Northwood Center (32 miles), where skirt along north side of Harvey's and Suncook Ponds through Epsom (38 miles). Cross RR.



at Epsom Station to Chichester; shortly beyond, take left fork direct, entering on Bridge Street over bridge across Merrimack River into Main Street,

CONCORD

48 miles from Portsmouth

For hotels, garages, city map, and various diverging routes, see title page, Concord-Manchester section, page 585.

2. *Via Exeter and Raymond*—55 miles

From Market Square go out Congress Street, turning left on Middle Street, continuing into Lafayette Road (extension of Middle Street) which follow direct, crossing RR. to North Hampton (11 miles). Turn right direct to

EXETER

17 miles from Portsmouth

Cross RR. and go straight ahead (northwest) to Epping (23½ miles); or reach Epping by following trolley from Portsmouth to Stratham (8 miles), where turn right, crossing toll-bridge over Exeter River, taking first left fork through Newfields. Continue straight ahead from Epping, following general course of RR. on north side through West Epping to

RAYMOND

30 1-2 miles from Portsmouth

Take right fork, and then direct (ignoring all right turns), passing north end of Jones Pond to Charmingfare (40½ miles). Take first right fork beyond, direct, crossing RR. and Suncook River (passing outskirts of Suncook—on left) through Pembroke. Three and one-half miles beyond bear left over bridge across Merrimack River and RR., entering by right turn into Main Street,

CONCORD

55 miles from Portsmouth

For hotels, garages, city map and various diverging routes, see title page, Concord-Manchester section, page 585.

PORTSMOUTH TO MANCHESTER—47 MILES

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

Follow subdivision (2) of the preceding route, which see for general running directions and approximate distances, from Portsmouth to North Hampton (11 miles) and Exeter (17 miles) to

RAYMOND

30 1-2 miles from Portsmouth

Straight ahead (right turn leads to Concord), soon crossing RR.; take second right at next fork, beyond which take first right turn and next left direct to Auburn (40½ miles). Continue direct along north side of Great Massabesic Lake, crossing RR. through Massabesic, entering on Candia Road (with trolley), to fork. Take right (trolley follows left), continuing on Hanover Street, over Wilson Hill to Elm St., business center of

MANCHESTER

47 miles from Portsmouth

For hotels, garages, city map and various diverging routes, see title page, Concord-Manchester section, page 585.

PRACTICAL COURTESY AMONG AUTOISTS

Naturally, the greater and more unexpected the difficulties that hedge the path of the tourist, the more opportunities there are offered for the display of courtesy, and the more freely they seem to be extended. Occasionally the chance comes for the immediate payment of such attentions in kind; or to put it in a fairer light, chances for the unexpected exchange of courtesies. The highway bridge across the international boundary between the United States and Canada at Niagara Falls would seem as unlikely as any place in the world to afford such an opportunity; yet an incident lately come to notice proves the point.

A touring party from inland New York State drew up to the international bridge at the Falls and, being unfamiliar with the customs regulations of the frontier, started to drive across. Of course they were halted by the customs officials and refused passage unless they should make a deposit representing a temporary duty on their vehicle, to be refunded to them upon their return. As it had been their intention to cross only for that day, they had made no provision to meet a financial contingency of that kind.

As they were discussing the matter among themselves and endeavoring to formulate new plans to replace those so unexpectedly upset, another touring car was observed on the Canadian side. It so evidently was a case of two in the same predicament that they resolved to compare notes on the spot. It proved to have been the intention of the Canadian party to visit the American side for the day only, returning the same evening; and they likewise had made no provision for meeting the customs requirements. After about fifteen minutes' discussion of the situation and a short look at each others' cars, the idea of exchanging them for the day was broached. The arrangement was quickly concluded; the American party entering the Canadian machine, and vice versa. After agreeing to meet at a certain time and place, they separated, each going on his intended way.

The American party had a most enjoyable day's outing by way of St. Catharines and Hamilton to Toronto, rounding the lake again from Toronto to Hamilton, and coming back to the falls by way of Welland; while the Canadian party in the American machine patrolled the Niagara frontier from the Falls to the Tonawandas and to Buffalo, returning by way of Lockport. Reaching the rendezvous at the time appointed, all voted the day had been most interesting and enjoyable. Then a coin was tossed to determine which party should be the guest of the other at dinner, and the cars were left at garages in their respective countries during the occasion.

An auto party in the White Mountains one day last summer found themselves out of gasoline between towns. Happily, another auto soon appeared, so its owner was hailed and an appeal made to him to help them out with enough gasoline to reach the nearest village. The request was cheerfully complied with, and the owner of the first car offered to pay for the gasoline, but the occupant of the other auto replied: "I'm not selling gasoline; if I was I would be driving a cart. I will follow you to the next town, and if you wish to replace it, all right; if not, all right." This courtesy left a pleasant impression on both sides, of far more value than the few cents' worth of gasoline involved.

EAGLE HOTEL

CONCORD, NEW HAMPSHIRE

Opposite the Capitol

Rates \$3.50 to \$5.00. Single Meals One Dollar.

IDEAL FOR AUTOMOBILISTS

New Garage in Connection Oliver J. Pelren, Manager

Official A. A. A. Blue Book Station

CONCORD, N. H.

STORAGE
BATTERIES
CHARGED



TELEPHON
CONNECTION

New Garage Rear of Eagle Hotel

Headquarters for Tourists

OILS, REPAIRS, GASOLINE AND SUPPLIES

FULL LINE OF AUTOMOBILE TIRES

Compressed air for tires.

Floor space 3750 sq. feet.

FRED L. JOHNSON, Proprietor

Send for Catalogue of Publications

ON SUBJECTS OF INTEREST TO
THOSE WHO MAKE AND USE AUTOMOBILES

The Class Journal Company

ADDRESS

Flatiron Bldg.
Madison Square

New York City

ACCURATE
RELIABLE
DURABLE

See pages
20, 761

The Warner
Auto-Meter

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

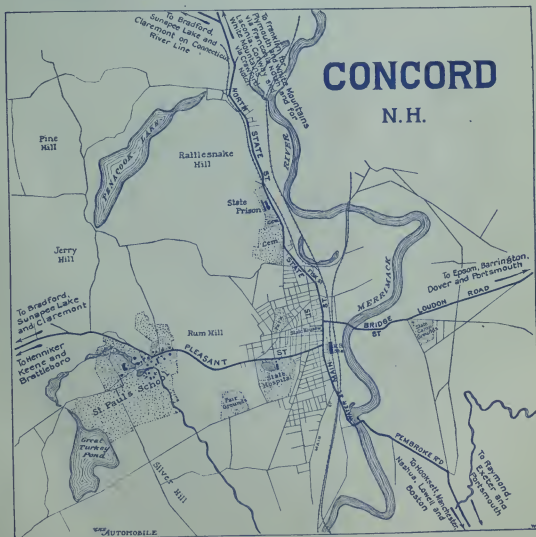
CONCORD-MANCHESTER, N. H., SECTION

CONCORD—Eagle Hotel, opposite State Capitol. Fred L. Johnson, rear Eagle Hotel, Garage.

MANCHESTER—New City; New Manchester. Brodie Electric Co., 42 Pleasant St., Garage; Hadlock's Garage, Bridge & Elm Sts.

ROUTES COVERED IN THIS SECTION

- No. 1. Concord to the White Mountains, via Franklin, Bristol, Plymouth, Woodstock, Profile House and the new Mt. Lafayette Road to Twin Mt. House and Bretton Woods. Intermediate connecting routes (1) Profile House to Franconia Village and Bethlehem; (2) Twin Mt. House to Cherry Mt. Station and Jefferson; Twin Mt. House to Cherry Mt. Station, Randolph and Gorham.
- No. 2. Concord to the White Mountains, branching from Route No. 1 at Franklin (39 miles above Concord), thence to Bretton Woods via Franklin Falls, Laconia, Center Harbor, Conway, Intervale and Crawford Notch.
- No. 3. Concord to Manchester and Nashua, N. H., and Lowell, Mass.; connecting with the Lowell Section for three good routes to Boston.
- No. 4. Concord to Portsmouth, N. H., outlines (only) for two routes.
- No. 5. Manchester to Exeter and Portsmouth, N. H. (outlines only).
- No. 6. Concord to Hillsboro Bridge and Keene, N. H., and Brattleboro, Vt.
- No. 7. Manchester to Milford and Keene, N. H., and Brattleboro, Vt.
- No. 8. Concord to Claremont, N. H., with the corresponding return route.



MAP SHOWING ROUTES THROUGH CONCORD, N. H., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THE CITY GIVEN IN THE ROUTES LISTED ABOVE; MANCHESTER CITY MAP PAGE 599.

CONCORD TO THE WHITE MOUNTAINS

Main route up the Merrimack and Pemigewasset Valleys via Franklin, Plymouth, Woodstock and North Woodstock to Profile House; thence by the new Mt. Lafayette Road to Twin Mt. House and Bretton Woods. Connecting at Profile House for Franconia and Bethlehem and at Twin Mt. House for Jefferson and points north.

This is the main thoroughfare from central New Hampshire to the White Mountains, reaching the Woodstocks (N. H.), the Flume and Profile, Franconia, Bethlehem, Bretton Woods and the surrounding territory with scarcely more deviation from a direct line than is caused by the windings of the two rivers followed a greater part of the way. Roads average good throughout, with occasional heavy stretches in extreme wet weather; while grades, though numerous, can usually be negotiated without trouble by even a low-powered car in good condition.

Roads and weather favorable, the run from Concord to almost any one of the principal White Mountain resorts can easily be made in one day. A useful feature for this edition is the placing in the text at important connecting points in the main route of notes showing how Franconia, Bethlehem, Jefferson, etc., may be reached in the shortest, good way. This route was covered by the Blue Book car in the fall of 1907, and the distances given are odometer measurements throughout.

FOR THIS AND OPTIONAL EXITS SEE CONCORD CITY MAP, PAGE 585

(General directions at the start; follow trolley line first

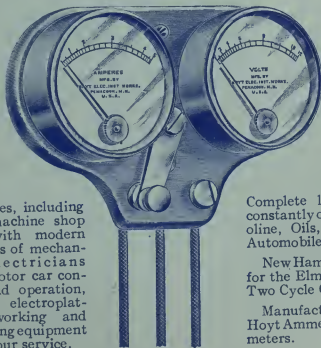
MILEAGES
Total Intermediate
0 0

6 miles to Penacook.)

CONCORD, Main St., opposite State Capitol.

Start nearly north with car-tracks on Main St.; at fork upper edge of city (6-10 M), bear left 2-10 mile on Fisk St. into North State St. (8-10 M); thence direct past

We have
the best
equipped
Garage
north of
Boston



The Hoyt
Volt-
ammeter
practically
eliminates
ignition
troubles

Our facilities, including a large machine shop equipped with modern tools, a corps of mechanics and electricians skilled in motor car construction and operation, enameling, electroplating, woodworking and blacksmithing equipment are all at your service.

Complete lines of tires constantly on hand. Gasoline, Oils, Waste and Automobile Supplies.

New Hampshire agents for the Elmore Valveless Two Cycle Car.

Manufacturers of the Hoyt Ammeters and Voltmeters.

The Hoyt Electrical Instrument Works, Penacook, N. H.

PEMIGEWASSET HOUSE

Plymouth, N. H.



...ALSO. '

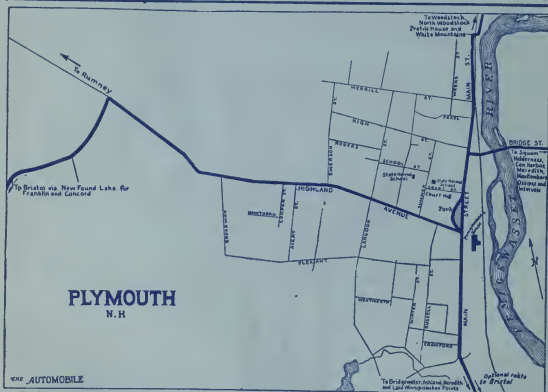
DEER PARK HOTEL

North Woodstock, N. H.

UNDER THE SAME MANAGEMENT

BOTH AT THE GATEWAY TO
THE WHITE MOUNTAINS

J. R. ELLIOTT, Proprietor



This route enters Plymouth by Highland Ave. to Main St.; thence up Main St. along the Pemigewasset River.

HARRIS

(REGISTERED)

OILS

Used by prominent drivers holding world's records. They are equally desirable for your use.

large cemetery (on left—1.2 M) and over RR. tracks (2.1 M). Continue on main road—mostly good macadam—through West Concord (3.2 M); at small cemetery in fork, leaving town (3.5 M), keep left with trolleys into next village, Penacook (6.1 M); Hoyt Electrical Instrument Works (Garage and Supplies).

Cross small bridge (6.2 M) direct 3.3 miles to prominent fork (9.5 M—large White Mts. sign, 1907), where take right through hamlet of Boscawen (9.6 M); at fork just beyond (9.7 M) bear right over small bridge upgrade onto bad stretch of road, 1907. Thence along river and RR. past N. Boscawen station (on right—12.7 M), keeping right on main road at next fork (13.2 M).

Direct, crossing RR. (grade—14.9 M) and again at Webster Place (small station on left, 15.9 M) immediately beyond bear right over small bridge (avoiding left-hand road). Continue on better road past Franklin Jct. station (on right—16.9 M); thence under RR. bridge (17.8 M), with left curve (dangerous at speed) into village of

18.6 18.6 FRANKLIN. (*Route to Franklin Falls, Laconia and Lake Winnipisaukee points turns sharp right—downhill—1-10 mile before reaching center of town.*)

Straight ahead through village upgrade along river; cross RR. tracks (19.1 M), thence on fair-to-poor dirt road, keeping to right at fork in woods (24.3 M) through small village of Hill (25.4 M). Continue direct through covered bridge (28.9 M), up steep grade with fine views of valley from summit (29.3 M); shortly descend grade, crossing small iron bridge into

31 12.4 BRISTOL. (*Here left turn is made for slightly longer but much better and more picturesque route along the east side of New Found Lake.*)

Turn left past hotel (on right after the turn) to fork 2-10 mile beyond; here (31.2 M) take right, keeping right also on macadam at mill in next fork (31.9 M), across small bridge and through covered bridge (32.4 M). Bear right (33.4 M) on main road skirting the east side of New

SANBORN'S GARAGE

AUTOMOBILE SUPPLIES, MOTOR OILS, GASOLINE AND
GENERAL REPAIRS

THE ONLY UP-TO-DATE GARAGE IN TOWN
STORAGE AND SUPPLIES AT REASONABLE RATES

Sanborn & Co., Prop's

87 North Main St.,

Plymouth, N. H.

Found Lake for several miles, running straight ahead past end of lake (39.7 M) through 4-corners with numerous signs (40 M—East Hebron on maps, but no town).

Direct on main road 3.9 miles to prominent fork (43.9 M); here (leaving road to Rumney on left) take right, sign "Plymouth;" at 3-corners or end of road 4-10 mile beyond (44.3 M), bear left to irregular 4-corners (45.1 M). Turn right, direct through cross-roads (46.1 M) into Highland Ave., Plymouth; descend long grade—Highland Ave. all way to end of same at right angles with Main St.,

48.7 17.7 PLYMOUTH, center of town, just before RR.

Pemigewasset House. Sanborn's Garage, 87 N. Main St.

Turn 90° left in front of hotel up Main St., which follow past Court House (on left—48.8 M), over RR. tracks (49.2 M) and through covered bridge (49.5 M); just beyond bridge cross RR. tracks again, continuing up west side of Pemigewasset Valley. Pass right fork (50.9 M—reaching bridge to east side); at fork (55.8 M) keep right—downgrade, but avoid numerous right turns to river next few miles.

Continue through covered bridge (56.2 M) and over RR. (59.3 M); again cross RR. (61.6 M) into hamlet of West Thornton (61.7 M), straight ahead over iron bridge (62.5 M). At fork just beyond take right (sign, "Profile"), again crossing RR. (62.6 M) to next fork (65.8 M); here keep left to village of Woodstock (66.2 M).

Direct through, following general course of RR. and river, keeping left at fork (69.3 M) over bridge (69.6 M) into summer village of North Woodstock (69.9 M); **Deer Park Inn** (short distance off main road, to right). Go through—caution for bad RR. grade crossing (72 M—view obstructed both ways) past **Flume House** (on left—75 M); thence up long grade past Profile (small) Lake on left (79.7 M—profile, "Old Man of the Mountain" on cliff across the lake) to

80 31.3 PROFILE HOUSE (Hotel), garage in connection.

This run continued direct to Bretton Woods, connecting there for all points east and south of the White Mts. For the most-used intermediate connections, (1) Twin Mt. House to Cherry Mt. station and Jefferson, (2) Profile House to Franconia village and Bethlehem, making, if desired, another Profile House-Bretton Woods route, and (3) Twin Mt. House to Cherry Mt. station, Randolph and Gorham, see separate paragraphs at end of this route.

Direct through in front of hotel to fork 8-10 mile beyond (80.8 M); here (left leads to Franconia), take right through woodland and past Echo Lake (on right—81 M), to Golf Links (club-house in fork—83.4 M). Again take right on new road (usually good throughout, but occasional mud-holes in wet weather), crossing RR. (86.1 M) and iron bridge (Gale River—87.8 M).

Continue over two wood bridges (91.9 M) and across RR. tracks at Twin Mt. station (93.2 M); just beyond

WHITE MOUNTAINS, N. H.

The New Profile House and 20 Private Cottages

OPEN JULY 1st to OCTOBER 1st

This New Hotel was built in 1906 upon the site of the original House that was favored with a patronage of the highest order.

Situated 1974 feet above tide water.

Is one of the MOST COMPLETE of
the LEADING HOTELS of AMERICA.

Golf and Tennis Courts are unsurpassed and with the best of Mountain Roads, and a Good Garage, is desirable for Automobile Parties.

C. H. GREENLEAF

President

(93.3 M) cross iron bridge over the Ammonoosuc River. At once ascend steep grade to end of road in front of hotel (meeting the Bethlehem-Fabyans-Bretton Woods Road) at

93.4 13.4 TWIN MOUNTAIN HOUSE.

The several RR. crossings between this point and Bretton Woods are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met in these 5.4 miles than anywhere else in the Mountains.

Turn diagonally right in front of hotel, downgrade across RR. tracks (93.7 M); at fork immediately beyond keep left over RR. again (94.4 M & 95.1 M). Continue on main valley road to fork (96.6 M), where take left (more grade crossings, 97.1 M, 97.3 M & 97.6 M), past depot (on left) and Fabyan House (on right—98 M). Straight ahead over iron bridge (98.1 M) and across RR. again (98.3 M), running alongside RR. station (on left), at

98.8 5.4 BRETTON WOODS, Mount Pleasant House, on right.

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° left just beyond the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

ACCURATE as a
WATCH; RELIABLE
as a COMPASS.

See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



White Mountains Peckett's-on-Sugar Hill

P. O., FRANCONIA, NEW HAMPSHIRE

NEW THIS SEASON

OPEN ALL THE YEAR

1,000 acres. 1,800 feet above the sea. Unsurpassed views. All suites and rooms have long distance telephone, bath, finest hot and cold running spring water day and night. Unexcelled table, American plan; also French and German cooking A la Carte; Chef.

SPECIAL ATTENTION GIVEN TO AUTOMOBILE PARTIES

GARAGE, GASOLINE, OILS, etc.

Parties wishing accommodations please wire at our expense

Direct route from New York City, Saratoga, Niagara Falls and all intermediate points, via Springfield, Mass.: "The Worthy," Woodstock, Vt., "Woodstock Inn," Woodsville, N. H., Lisbon, then to PECKETT'S-ON-SUGAR HILL, 9 miles. From Boston, via Concord, N. H., Plymouth, Profile House, then to PECKETT'S, 6 miles. From Peckett's to Bretton Woods, 26 miles via State Road. 75 miles to "The Balsams," Dixville Notch.

SPRING—1,500 trees tapped for maple sugar making. Brook trout fishing.

SUMMER—Twenty degrees cooler than New York City, always delightful, fine walks and drives, tennis. Eight acres devoted to fresh vegetables and flowers, fruit orchards.

AUTUMN—Exquisite foliage, mountain climbing, hunting.

WINTER—Sleighing, coasting, snow-shoeing, skating, fishing through the ice.

(Persons with tubercular trouble please do not apply.)

Forest Hill Hotel & Cottage Co.



FRANCONIA
NOTCH,
N. H.



H. F. HUNT,
Vice-Pres. and Mgr.

THE SINCLAIR WHITE MOUNTAINS BETHLEHEM, N. H.



Enlarged and newly furnished,
has all modern improvements,
including rooms with bath

House heated by steam

Several suites of rooms with heat

NEW GARAGE GOLF

Special Rates for July and September

DURGIN & COMPANY
PROPRIETORS

J. A. Durgin D. W. Harrington
W. McAuliffe

INTERMEDIATE CONNECTING ROUTE (2) TWIN MT. HOUSE TO CHERRY MT. STATION AND JEFFERSON

MILEAGES
Total Intermediate

(Distances reckoned locally from Twin Mt. House.)

- o o TWIN MOUNTAIN HOUSE, front of hotel (coming from Profile).

Do not turn right (for Bretton Woods) or left (for Bethlehem), but continue nearly direct north on road at east end of hotel, crossing R.R. tracks (3-10 M). Thence direct to fork (2 M); here (leaving Carroll station-Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (6.1 M). Continue to end of road (8.4 M), where turn 90° left, crossing R.R. at Cherry Mt. station (on left—8.8 M).

At junction of 3-roads 7-10 mile beyond (9.5 M) take left (right turn leads to Highlands station, Randolph and Gorham); straight ahead to branch road (10.2 M); here turn right, across small bridge (10.3 M). Thence direct (avoiding left fork—12.3 M) to end of road (12.5 M), where turn 90° left past large hotel (on right),

- 12.6 12.6 JEFFERSON, The Waumbek.

INTERMEDIATE CONNECTING ROUTE (1) PROFILE HOUSE TO FRANCONIA VILLAGE AND BETHLEHEM

With extension, Bethlehem to Bretton Woods, making, if desired, a Profile House-Bretton Woods run via Franconia Village and Bethlehem: and notes of connection from Franconia Village to Sugar Hill.

MILEAGES
Total Intermediate

(Distances reckoned locally from Profile House.)

- o o PROFILE HOUSE, northbound from hotel.

Direct through in front of hotel to fork 8-10 mile beyond (8-10 M); here (right is the Mt. Lafayette short-cut road to Twin Mt. House), take left, descending long grade. At irregular 4-corners 2 miles beyond (2.8 M) bear right to and across small bridge (3.4 M); thence straight ahead past Mt. Layfayette Hotel (4.4 M), crossing another small bridge (4.6 M) to junction of 3 roads at

- 4.7 4.7 FRANCONIA VILLAGE, store and few houses only.

For PECKETT'S, on Sugar Hill, run straight ahead from this point past branch road on left (5.1 m—leading across iron bridge) and THROUGH 4-corners (5.5 M—iron bridge on left, road to Bethlehem on right) to fork or 3-corners 4-10 mile beyond (5.9 M). Here turn left, immediately across (3rd) iron bridge, keeping left, upgrade to "T" in road (store on corner—6.8 M); turn 90° right to private road leading to the INN (7 M).

Turn 90° right up steep grade past Hunt's Hotel (on left—5.2 M) to fork (6.8 M); here take left to next fork (7.8 M*)—the dividing point for two ways into Bethlehem.* Keep right (nearly straight ahead—sign, "Bethlehem 2 miles"); shortly descend very steep grade, coming—at

*The heavy grades on the two routes between the fork (7.8 M) and Bethlehem are in opposite directions; consequently, THIS NORTHBOUND SCHEDULE uses the Mt. Agassiz Road (2 miles), while in the opposite direction—southbound from Bethlehem—the longer way (2½ miles) is used instead. This accounts for the ½-mile difference in distances between the up and the down schedules.

MAPLEWOOD HOTEL

With COTTAGES and Maplewood Cottage

MAPLEWOOD, N. H.



Principal Radiating
Point to all places of
Interest in the White
Mountains.
Beautiful Walks and
Fine Roads.
Magnificent Views.
18-Hole Golf Course.
Tennis, Casino,
Orchestra.
Hay Fever Unknown.
Fine Garage, Repairs,
Electricity and
Gasoline.

The Social and Scenic Center of the White Mountains. MAPLEWOOD HOTEL, a High Class House, Opens July 8. Maplewood Cottage, Open June to September. Fine Cottages for Rent

For Booklet and Information address, LEON H. CILLEY, Manager,
6 Beacon Street, Boston, to May 10th, then Maplewood, N. H.

right angles—into the main street of

- 9.8 5.1 **BETHLEHEM.** (*Distance of 2 miles from fork 7.8 M estimated, the Blue Book car having taken the odometer measurements on the longer way, southbound.*)

Sinclair House, in village; **The Maplewood**, 1.3 M beyond.

Going through to Bretton Woods this way, continue through on the main street past **The Maplewood** (on right—11.1 M), descending long steep grade; at foot of hill cross single RR. track (12.8 M), bearing immediately left over iron bridge (12.9 M) to Bethlehem Jct. Keep to right past RR. station (on left—13 M)—caution for double-track RR. crossing just beyond (13.1 M).

Direct, ascending steep grades to ridge on northern edge of valley (fine views of mountains on right and left!), descending by easier grades. Thence direct, keeping left on main road at fork (17.8 M) up sharp but short rise to junction of several roads in front of

18 8.2 TWIN MOUNTAIN HOUSE.

The several RR. crossings between this point and Bretton Woods are **ALL AT GRADE AND DANGEROUS**, particularly during the frequent summer train service; and more autos and teams are met in these 5.4 miles than anywhere else in the Mountains.

Keep right in front of hotel, downgrade across RR. tracks (18.3 M); at fork immediately beyond keep left over RR. again (19 M & 19.7 M). Continue on main valley

road to fork (21.2 M), where take left (more grade crossings (21.7 M, 21.9 M & 22.2 M), past depot (on left) and **Fabyan House** (on right—22.6 M). Straight ahead over iron bridge (22.7 M) and across RR. again (22.9 M), running alongside RR. station (on left), at

23.4 5.4 BRETTON WOODS, Mount Pleasant House, on right.

For the **Mount Washington Hotel** or the **Bretton Woods Garage**, turn 90° left just beyond the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

INTERMEDIATE CONNECTING ROUTE (3) TWIN MT. HOUSE TO CHERRY MT. STATION, RANDOLPH AND GORHAM

MILEAGES
Total Intermediate (*Distances reckoned locally from Twin Mt. House.*)

0 0 TWIN MOUNTAIN HOUSE, front of hotel (coming from Profile).

Do not turn right (for Bretton Woods) or left (for Bethlehem), but continue nearly direct north on road at east end of hotel, crossing RR. tracks (3-10 M). Thence direct to fork (2 M); here (leaving Carroll station-Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (6.1 M). Continue to end of road (8.4 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—8.8 M).

At junction of 3-roads 7-10 mile beyond (9.5 M), turn right (left leads to Jefferson), crossing RR. (9.7 M); thence straight ahead on narrow but good dirt road past branch road on left (11.3 M—leading to Jefferson Highlands) and past Highlands station (on right short distance beyond). Pass South Branch Jct. station (on right—14 M), crossing wood bridge (14.7 M); meeting the Jefferson-Randolph-Gorham road (in front of small hotel—15.4 M), run nearly straight ahead past Bowman RR. station (on right—16.4 M).

Continue through Randolph (19.4 M), passing right fork (20.5 M—short but poor road to Glen Cottage); shortly descend steep grades (22.9 M), crossing RR. (23.2 M). Thence direct past Gorham station B. & M. RR. (on left—24 M), crossing Grand Trunk RR. tracks (24.8 M); meeting the Berlin-Gorham road just beyond (24.9 M), follow trolleys on same over small bridge (25 M) to iron watering trough, center of

26 26 GORHAM, Mt. Madison House (on left, 1-10 M beyond).

Concord-Manchester Section, Route No. 2

MANCHESTER AND CONCORD TO THE WHITE MOUNTAINS

Identical with the preceding route from Manchester through Concord to Franklin. Thence via Franklin Falls, Laconia, Center Harbor and Chocorua to Conway, and the Saco Valley-Crawford route to Bretton Woods. Map in connection with the preceding route, page 586.

Lack of time and bad weather made it impossible for the Blue Book car to cover this route during its White Mountain trips, late in the fall of 1907. Consequently the directions are fragmentary and need verification; we include it as a general guide for tourists desiring to make the run.

Follow Route No. 1, immediately preceding, from Manchester through Hooksett (8 miles), Suncook (11 miles), Concord (19 miles), Penacook (27 miles) and North Boscawan (33 miles) to Franklin (39 miles). Turn sharp right on Central St., crossing bridge over the Pemigewasset River into

FRANKLIN FALLS

40 miles from Manchester

Direct on Central St. along upper side of Winnipisaukee River through Tilton (43 miles), mostly macadam; 2 miles out take right fork along RR. through East Tilton (46 miles). Thence direct to end of road, where turn right at watering trough, skirting the eastern side of Sanbornton Bay and the southern shore of Lake Winnisquam. Turn right over bridge and cross RR., following same into

LACONIA

48 1-2 miles from Manchester

Vue de L'Eau House.

Follow trolleys out Church St. to Union Ave., through Lakeport (50 miles); go through, bearing left with trolley a short distance out. Continue on main road skirting the eastern shore of Long Bay; turn left over head of same and over RR. at Weirs Bridge into

THE WEIRS

54 miles from Manchester

New Weirs Hotel.

Follow along west side of Northwest Cove (arm of Lake Winnipisaukee) through Meredith (59 miles),* where bear right to Center Harbor (64 miles). Turn right on direct road through Moultonboro Center to Moultonboro (68 miles), and continue direct northeast around Ossipee Mountain to South Tamworth.

*For connection from Meredith to Plymouth see special heading at end of this route, page 597.

Turn left, take first right fork, then left fork and then next right direct through Tamworth (83 miles) to Chocorua (86 miles). Bear left and continue past Chocorua Pond (on left), through Pequaket (91 miles) and Iona (93 miles). Shortly beyond bear right toward RR. again and cross tracks into

CONWAY

96 miles from Concord

At fountain in front of Conway House (on corner), turn 90° left, straight ahead to fork in road, upper edge of town (signs). Bear left through covered bridge, with sharp curve just beyond, thence direct over bad RR. crossing. Continue on good dirt road, some narrow stretches; at fork, sign "32 miles to Bretton Woods," turn right through woodland.

Pass sign (on left), "Echo Lake $\frac{1}{2}$ mile," straight ahead through covered bridge and under RR. to "T" in road in front of chapel. Turn 90° left (leaving North Conway short distance over to right), straight ahead on improving roads to

INTERVALE

105 miles from Concord

Intervale House, Garage in connection.

Straight ahead through main street of village across RR. (grade), on fine road past white church (on right) and along ravine (on left). Cross iron bridge and keep generally left at all forks through stretch of woodland to "T" in road at hamlet of

GLEN OR GLEN STATION

109 miles from Concord

Here local runs from points on this route to Jackson, Glen Cottage (starting point for the only automobile road up Mt. Washington), Gorham, Jefferson, etc., turn right (north).

Pass fork on right straight ahead, level and good, to and through covered bridge, shortly bearing left across RR. tracks at grade. At 4-corners beyond keep right, crossing tracks again at grade into stretch of fine straight macadam, entering Bartlett.

Go through on main highway along Saco River—only moderate grades—two more RR. crossings. Straight ahead between RR. (on right) and rocky ravine (on left); superb views looking forward into Crawford Notch. Cross RR. and bridge (danger signs) and bear right over RR. tracks again at Bemis station (120 miles).

Straight ahead, leaving sawmill (on right) and passing site of Willey House (125 miles). Cross Saco River twice, through woodlands, winding gradually upgrade, coming to foot of "Tug-of-War Hill." This is the Gate of Crawford Notch, the steepest upgrade in the circuit of the "Presidential Range."

New piece of road to ease the following ascent will probably be ready for use during summer 1908, north-and-westbound tourists watch—on right—for same at foot of this hill. When completed sign will undoubtedly be erected.

Ascending "Tug-of-War Hill" run straight ahead across small bridge and up series of very sharp, steep grades with numerous curves close along deep ravine (on left). Direct from top of grades past rocks rising sheer (on right), through woodland. Pass small lake (on right) and RR. station (on left) to

CRAWFORD HOUSE

128 1-2 miles from Concord

Straight ahead down slight grades over bridge—mostly good roads and easy grades, but use horn on sharp blind curves through woods. Continue on main road along the Ammonoosuc Valley, passing new church (on right) into

BRETTON WOODS

132 miles from Concord

For hotels, garage and various diverging routes see title page, White Mountain section, pages 609-611.

CONNECTION MEREDITH TO PLYMOUTH

Connecting Route No. 2 (at Meredith) with Route No. 1 (at Plymouth) making the two interchangeable between these points; map page 586.

Cross RR. track and take first left, also next left; at cross roads, 2 miles beyond, turn right and go down steep hill under RR. Leaving Winona station (10 miles) on the right, cross small bridge and bear around Pond (on left), continuing main-traveled road. Do not take right fork downhill (which seems to enter Ashland), but bear left to Soldiers' Monument, Ashland (16 miles).

Here turn left, cross bridge and continue direct ahead on the main

street (asphalt). At forks, 1 mile out, keep left, skirting RR. for about $\frac{3}{4}$ mile, crossing bridge over river. At Bridgewater station shortly beyond (16 $\frac{1}{2}$ miles), take right fork along river direct on main road to PLYMOUTH

22 miles from Meredith

Pemigewasset House Sanborn's Garage, 87 N. Main St.

CONCORD TO LOWELL, MASS.—51.5 MILES.

Via MANCHESTER, Hooksett and NASHUA, N. H., and Tyngsboro, Mass., entering Lowell by the Boulevard on the north side of the Merrimack River.

This route—following the valley of the Merrimack River practically all the way—is the central and in some respects the best natural thorofare from central New Hampshire to Lowell and points beyond, either in eastern or central Massachusetts. At the present writing (fall 1907) new construction is in process at several points, with the likelihood that 1908 travel will be somewhat interfered with on that account.

However, we do not consider this situation a bar to any trip planned this way, as the district as a whole is well suited for short detours (usually by crossing to the nearly-parallel route on the opposite side of the river). For such inconveniences, that part of the improvements already finished will partly compensate; but there will, naturally, be more or less variation in the mileages until the work on this line as a whole is more complete.

FOR THIS AND OPTIONAL EXITS SEE CONCORD CITY
MAP, PAGE 585

(Occasional stretches of lowland along the Merrimack Valley are somewhat flooded in extreme wet weather, but soon regain average good condition after a clearing.)

MILEAGES	
Total	
Intermediate	
0	0

CONCORD, Main St., opposite State Capitol.

Run down South Main St. to fork of trolleys (8-10 M); take left—immediately over RR. bridge, but at fork just below RR. (9-10 M) continue nearly straight ahead (leaving car-tracks to right). 3-10 mile below (1.2 M), turn left through covered bridge (1.3 M) to east side of the Merrimack River, past 1st road on right to irregular 4-corners (2.7 M).

Turn right, picking up trolleys (from right—4.5 M), which follow through hamlet of Pembroke (6.1 M); thence direct on main road (without regard to leaving and return of car-tracks) downgrade through village of Suncook (7.2 M). Short distance beyond (7.5 M), cross R.R., following trolleys to covered bridge (10.2 M); here (leaving car-tracks) turn 90° right



across the Merrimack River and over RR. (10.3 M), turning left, straight ahead past hotel (on right),

10.5 10.5 HOOKSETT, Riverside Inn.

Continue down the River Road (avoiding right fork—10.9 M), past Country Club grounds (on left—15.9 M) to iron watering trough in fork just above West Manchester



Map of principal automobile routes into, through and out of Manchester, N. H.

(17.6 M). Here take left across Amoskeag Falls Bridge (17.9 M) into W. Salmon St., Manchester, meeting trolleys at intersection of Elm St. (18.1 M); turn 90° right, straight ahead 1-mile to small park on right, center of

19.1 8.6 MANCHESTER, Elm St. at Merrimack Sq.

New City Hotel; New Manchester. Hadlock's Garage, Bridge & Elm Sts.; Brodie Electric Co., 42 Pleasant St., Garage.

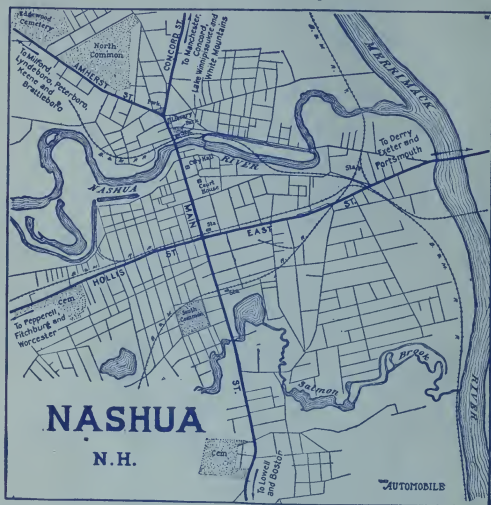
Follow Elm St. to Spruce St. (2nd street below park), turning 90° right (19.2 M) on Spruce St. past RR. station (on left—19.4 M); cross Granite St. Bridge (19.6 M) into West Manchester, running straight ahead over RR. (grade—20 M) to watering trough in fork (20.4 M). Take left—South Main St.—direct on main road to fork (22.7 M); here again take left through Reeds Ferry (shown on maps, but no town) to hamlet of Merrimack (27.5 M).

At fork (29.3 M) keep right (left fork comes back into same road below), crossing iron bridge (29.6 M) to fork

just below (29.7 M); again keep right straight ahead through 4-corners at hamlet of Thornton's Ferry (31.1 M). Pass cemetery (on left), keeping left on main road (33.3 M), picking up car-line (35.6 M); thence with trolleys through Concord St. into Main St., crossing bridge over Nashua River (36.8 M) to center of

37 17.9 NASHUA, Main & Pearl Sts., business center.

Tremont House. Pollard's Auto Station, 230 Main St.



Map of principal routes into, through and out of Nashua, the only city between Manchester and Lowell on this route.

Continue with trolleys down Main St. over RR. tracks (at Main St. station—on left, 37.1 M; and again at Ottersen St. station—on left, 37.4 M), keeping straight ahead at fork (38.3 M) to end of car-line (38.6 M). Thence direct on main road (gradually extending State macadam, fall 1907), past iron watering trough (on right—43.5 M) into village of

43.6 6.6 TYNGSBORO. (Church on left at head of street leading to bridge.)

**The Warner
Auto-
Meter**

HOW FAST—not approximately,
BUT EXACTLY—AND EX-
ACTLY HOW FAR.

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



Turn 90° left across iron bridge over the Merrimack River to east side, turning first right beyond (43.7 M) into fine macadam boulevard (extending practically rest of way to Lowell). Pass small bridge leading to Country Club (on right—45.8 M); picking up trolleys (from left—49.4 M), follow tracks 4-10 mile only, keeping straight ahead where trolleys turn right over 1st bridge (49.8 M). At fork short distance beyond (50 M), take right—closer along river—meeting trolley line by Textile School (large yellow building, ahead over to left); here (50.2 M), turn 90° right over bridge across the Merrimack River into Lowell.

From bridge run straight ahead through 4-corners (50.3 M—leaving trolleys to right); thence on Moody St. (mostly asphalt) to end of same at Merrimack St. (small park and City Hall on right—51 M). Bear left, immediately over RR., following car-tracks on stone pavement to head of Central St. (51.2 M); turn 90° right down Central St. through business center of

51.5 7.9 LOWELL, P. O., Central & Appleton Sts.

For hotels, garage, city map and various diverging routes, see title page, Lowell section, page 499.

CONCORD TO PORTSMOUTH, N. H.—TWO ROUTES

These routes are fragmentary and need verification; the Blue Book includes them as a general guide for tourists desiring to make either run.

1. *Via Epsom, Barrington and Dover—48 miles*

From Main Street take Bridge Street over RR. and across Merrimack River. Straight ahead, taking left fork at top of hill, keeping right at next fork and all the way through Chicester past Epsom station to Epsom (10 miles). Continue straight ahead (east) along Suncook River and north of Suncook and Harvey's Ponds through Northwood Center (16 miles). Four miles beyond turn left through West Barrington (22 miles) and 4 miles further turn right to

BARRINGTON

27 miles from Concord

Straight ahead across B. & M. RR. into Dover (35 miles), where turn right and cross RR. to Dover Point and across toll bridge, entering on Maplewood Avenue, left fork, across bridge right into Vaughan Street. Left into Congress Street to Market Square,

PORTSMOUTH

48 miles from Concord

For hotels, garages, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

If it takes 6 gallons of gasoline to run your automobile 100 miles, how many gallons do you want when your tank runs dry 11 miles from home after you have traveled 3 hours at 17 miles an hour?



2. Via Raymond and Exeter—55 miles

Go south on South Main Street about 1 mile to iron bridge over RR.; take left fork, following RR. Turn left through bridge across Merrimack River. Turn right $\frac{1}{2}$ mile, bear to left and up small hill; turn right, direct through Pembroke and straight ahead (do not turn right to Suncook), across Suncook River and RR. About 6 miles beyond (shortly after passing Moody Pond on left), turn left through Charmingfare ($14\frac{1}{2}$ miles), continuing direct on "Island Road" to

RAYMOND

23 1-2 miles from Concord

Keep to north of RR. through West Epping and Epping ($3\frac{1}{2}$ miles) where bear right across RR. on direct road to Exeter (38 miles). Cross RR. and river; at fork $3\frac{1}{2}$ miles out take left through North Hampton (44 miles) and across RR. One mile beyond crossing turn left and go through West Rye (48 miles) and Rye (51 miles), entering on Sagamore Avenue into Miller Avenue. Turn right on Middle Street and again right on Congress Street to Market Square,

PORTSMOUTH

55 miles from Concord

For hotels, garages, city map, and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

Concord-Manchester Section, Route No. 5

MANCHESTER TO PORTSMOUTH, N. H.—47 MILES

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

From Elm St. (the main street), take Hanover Street east over Wilson Hill, soon striking trolley and following same out Candia Road past Massabesic, and skirting north side of the Lakes of same name (on right), to Auburn (7 miles). Take right fork to "T," turn right $\frac{1}{2}$ mile, then left and direct on winding road, crossing RR. to

RAYMOND

17 miles from Manchester

Keep to north of RR. through West Epping and Epping (24 miles), where bear right across RR. on direct road to Exeter ($30\frac{1}{2}$ miles). Cross RR. and river; at fork $3\frac{1}{2}$ miles out take left through North Hampton ($36\frac{1}{2}$ miles) and across RR. One mile beyond crossing turn

left and go through West Rye (40½ miles) and Rye (43½ miles), entering on Sagamore Avenue into Miller Avenue. Turn right on Middle Street and again right on Congress Street to Market Square,

PORTSMOUTH

47 miles from Manchester

For hotels, garages, city map, and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

Concord-Manchester Section, Route No. 6

CONCORD TO BRATTLEBORO, VT.—74 MILES

Via Hillsboro Bridge and Keene, N. H.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

From Main Street go out (west) on Pleasant Street to Millville (2 miles); at hay scales take right fork and follow main road through Hopkinton (8 miles). Thence direct west through West Hopkinton, where cross RR., continuing straight to Hennicker (15 miles). Bear southwest along RR. to Hillsboro Bridge (20½ miles from Concord).

Curve west on Hillsboro (24 miles); bear left (southwesterly) through North Branch (26 miles). One and one-half miles beyond turn left, and ½ mile further right, continuing direct through South Stoddard (34 miles). Pass pond (on right) through Munsonville (37 miles). Curving south (left); 1½ miles beyond take right to East Sullivan (41 miles). Turn south, 1½ miles out, bearing southwest, entering on Sullivan Street to Washington Street, to Main Street,

KEENE—Cheshire House

48 miles from Concord

Take Main Street to Winchester Street, following same through West Swanzee (54 miles), Westport (57 miles) and along B. & M. RR. direct to Winchester (62 miles). Here turn right and follow RR. and Ashuelot River past Ashuelot to Hinsdale (68 miles). Turn north (right) and follow Connecticut River, crossing same direct into

BRATTLEBORO

74 miles from Concord

Brooks House. The E. R. Clark Auto Co., Garage, Main St.

Concord-Manchester Section, Route No. 7

MANCHESTER TO BRATTLEBORO, VT.—83 MILES

Via Milford and Keene, N. H.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

Go south on Elm St. (the principal street), turning right on Granite St. across bridge over Merrimack River into West Manchester. Bear left on Main St.; at fork take right, Boynton St., following same through Bedford (4½ miles), bearing left through Amherst (12 miles) to

MILFORD

16 miles from Manchester

Here join route leading from Nashua along RR. through South Merrimack, 10 miles to Milford.



Bear right, following north side of RR. through Wilton (21 miles), shortly beyond cross RR. and follow it to South Lyndeboro, where again cross RR. to Lyndeboro (27 miles). Bear left across RR. and direct, keeping left. to

PETERBORO

37 miles from Manchester

Turn right across RR., through West Peterboro and Bond's Corner to Dublin (44 miles). Continue direct between Beech Hill (on right) and Monadnock Mountain (on left) keeping north of Dublin Pond through Monadnock (49 miles) and Marlboro (51 miles) following trolley into KEENE, Cheshire House.

57 miles from Manchester

Take Main Street to Winchester Street, following same through West Swanzea (63 miles), Westport (66 miles) and along B. & M. RR. direct to Winchester (71 miles). Here turn right and follow RR. and Ashuelot River past Ashuelot to Hinsdale (77 miles). Turn north (right) and follow Connecticut River, crossing same direct into

BRATTLEBORO

83 miles from Manchester

Brooks House. The E. R. Clark Auto Co., Garage, Main St.

Concord-Manchester Section, Route No. 8

CONCORD TO CLAREMONT VIA NEWBURY AND SUNAPEE LAKE—50 MILES

From State House, Concord, follow trolley north via North Main St., bearing left into North State St., past cemetery (on left) to West Concord (4 M). Turn left and follow main highway west through Mast Yard,

HARRIS

(REGISTERED)

OILS

Unsuitable oil will put the best car out of order. Harris oils insure proper lubrication and may be obtained at all Blue-book stations.

Tyler's station and Diamond's Corner to Warner Lower Village (14 M) and Warner (15 M). Continue west following RR. to Waterloo (17 M), Roby's Corner (19 M) and Melvin's Mills (21 M) to Bradford (23 M).

Bear right, away from RR. and continue on main road through South Newbury, to Newbury (29 M). Follow along shore of Sunapee Lake past Mt. Sunapee station (37 M). Then bear to left, away from lake, south of Spectacle Pond, direct road to Guild. Look out for fork road and take right-hand road to Guild, then direct road into Newport 40 M.

Continue through Main St., Newport, through bridge to left around hill, then in a westerly direction, following river and RR. through Kelleyville (43 M) and Chandler's Mills (45 M). Direct road to guide-board at forks; bear right and continue via Chestnut St. to Broad St. to Claremont (50 M).

Hotel Claremont. Jewett's Garage.

RETURN TRIP, CLAREMONT, N. H., TO CONCORD, N. H. (VIA LAKE SUNAPEE) —50 MILES

From Hotel Claremont, via Broad St., turn left at guide-board and follow Chestnut St., crossing RR. track to guide-board at fork of road. Take left and follow to Chandler's Mills (5 M); cross RR. twice and follow river to Kelleyville (7 M). Turn right at guide-board and continue upgrade to top of hill where you will come to fork roads. The left goes down a very steep hill; take right around hill and cross bridge into

NEWPORT

10 miles from Claremont

Leave Newport via Sunapee St., main road to Guild, turning right at Granite State Mills—the left goes to Sunapee Harbor. Cross RR. to right and follow main road by Mount Sunapee station, bearing right and south via Sunapee Lake station to

NEWBURY

21 miles from Claremont

Follow railroad southeast, via South Newbury, down grade to Bradford (27 M); **Hotel Low**. Continue straight through town and follow RR. through Melvin's Mills, Roby's Corner, Waterloo, Warner station, Warner Lower Village and Diamond's Corner station to

CONTOOCH JUNCTION

38 miles from Claremont

Bear left and follow RR. through Tyler's station and Mast Yard to West Concord. Thence follow trolley via North State St. past cemetery (on right), bearing left into North Main St. to State House,

CONCORD

50 miles from Claremont

For hotel, garage, city map and various diverging routes, see title page, this section, page 585.

THE WARNER AUTO-METER

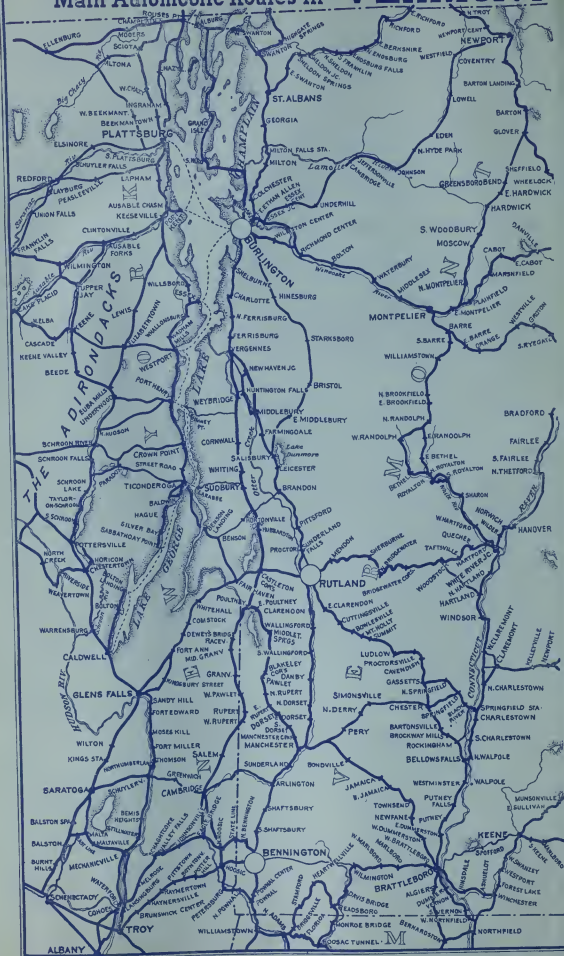
could not be better made—money cannot buy better material or secure better skill than we employ in the manufacture of the Auto-Meter.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



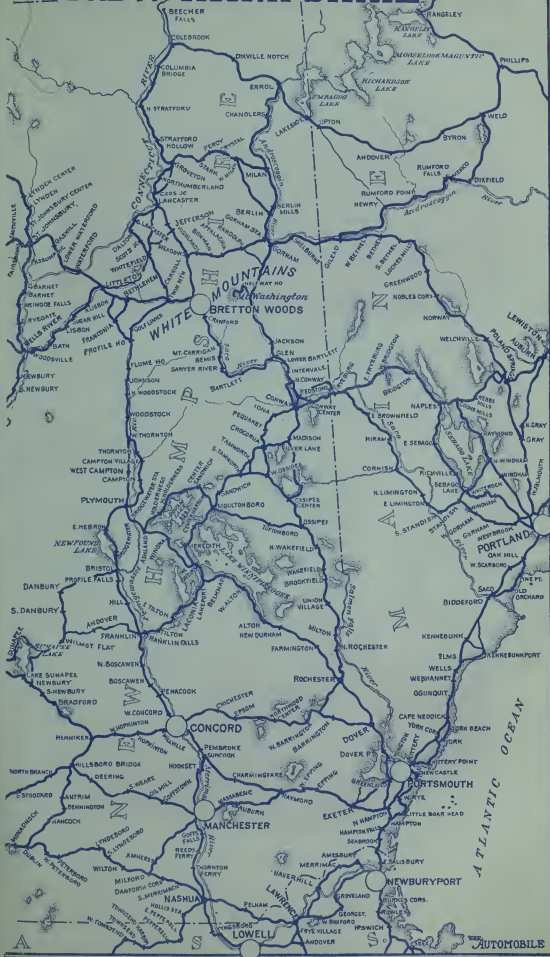
Main Automobile Routes in

VERMONT



AND NEW HAMPSHIRE

A.L.W.



BRETTON WOODS

In the Heart of the White Mountains



THE MOUNT WASHINGTON

ENCIRCLED by mountain peaks and surrounded by the fragrant spruce and balsam forests of the "North Woods," with cold and sparkling mountain streams and springs of purest water, BRETTON WOODS offers health, vigor and delight from the time of summer's earliest green until the last tint of autumn's gold and crimson. Its great hostelries, THE MOUNT PLEASANT and THE MOUNT WASHINGTON, will provide every comfort and luxury that the traveler may require.

ANDERSON & PRICE, Managers,

P. O., Bretton Woods in the White Mountains of N. H.

Also of THE ORMOND and BRETTON-INN-AT-ORMOND-BEACH.

New York Hotel, BRETTON HALL, 86th St. and Broadway (Subway Station).



THE MOUNT PLEASANT

The official Automobile Blue Book will tell you how to go to or from the White Mountains; our hotels, garage and machine shop (new 1908) will take care of you there.

THE MOUNT PLEASANT open June 22 to October 10. THE MOUNT WASHINGTON open July 15th to October 1. THE BRETTON ARMS open the year round at \$2.50 to \$3.00 per day. Early and late season touring parties comfortably cared for.

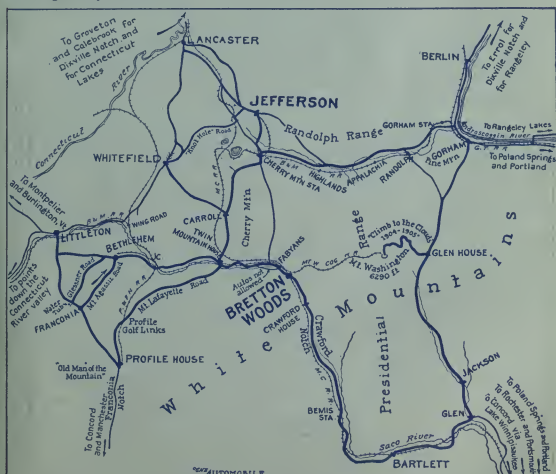
Stock market reports every business minute; general telegraphic news each morning.

WHITE MOUNTAIN SECTION

- BETHLEHEM—The Maplewood and Cottages; Sinclair House.
 BRETTON WOODS—The Mount Washington; The Mount Pleasant.
 COLEBROOK—Colebrook House.
 CRAWFORD NOTCH—Crawford House.
 DIXVILLE NOTCH—The Balsams.
 FABYANS—Fabyan House.
 FRANCONIA—Hunt's Forest Hills Hotel. (See also Sugar Hill, below).
 GORHAM—Mt. Madison House.
 JACKSON—Wentworth Hall; Gray's Inn.
 JEFFERSON—The Waumbek and Cottages.
 INTERVALE—Intervale House.
 LITTLETON—Thayer's Hotel.
 MT. WASHINGTON (Summit)—Summit House.
 PROFILE HOUSE—Profile House; Flume House (below the Profile).
 SUGAR HILL—Pecketts-on-Sugar Hill.
 TWIN MOUNTAIN—Twin Mountain House.

During the past two years there has been a marked betterment in the character of automobile accommodations in and about the White Mountains. The larger hotels now have either complete garages, or storage, with gasoline and ordinary supplies.

NOTE ON MAP: All the mountain roads shown are open to automobiles except a short stretch of State Highway from just west of Fabyans toward the Twin Mt. House. Of the two roads shown on the map but not used in the routes of this section, the short way between Fabyans and Cherry Mt. station over Cherry Mountain is dangerous for automobiles, while the short connection between Randolph and the Gorham-Jackson road is in poor condition, making it always advisable to go the longer way via Gorham.



Large-scale map of the principal roads in and about the White Mountains (for extensions in nearly every direction see general map pages 606-607, and the separate maps in the routes of this section).

THE WAUMBEK AND COTTAGES

WAUMBEK HALL, THE JEFFERSON
White Mountains
JEFFERSON, NEW HAMPSHIRE



JUNE TO OCTOBER

Garage on Premises. Superior 18-hole Golf Course and Tennis Courts

CHAS. V. MURPHY, Manager, Lakewood, N.J. (October to June)



Map of the best roads in the White Mountains, showing all the good roads leading to The Waumbek, Jefferson, N. H.

- No. 1. Bretton Woods, Fabyans, Twin Mountain, Bethlehem, Littleton and Lisbon to Wells River, Vt., Hanover, N. H., White River Jct. and Windsor, Vt., Claremont, N. H., Bellows Falls and Brattleboro, Vt., and Greenfield, Mass.—the White Mountains-Ammonoosuc River-Connecticut River Valley trunk line southbound.
- No. 2. Bretton Woods, Crawford Notch and Intervale to Rochester, Dover and Portsmouth, N. H., forming approximately the first half of the White Mountains-Boston route via Portsmouth and Newburyport.
- No. 2A. Plymouth, N. H., to Portsmouth, N. H., connecting Route No. 3 (via Plymouth), or Route No. 4 (via Meredith or The Weirs), with Rochester and Portsmouth. Alternate route to Massachusetts North Coast points.
- No. 3. Bretton Woods to Concord, N. H., via Twin Mountain House, Profile House, Franconia Notch, the Pemigewasset and Merrimac Valleys.
- No. 4. Bretton Woods to Concord, N. H., via Crawford Notch, Intervale and Lake Winnipisaukee, connecting with Route No. 3 at Franklin.
- No. 5. White Mountains to Portland, Me., via Crawford Notch and Intervale, N. H., to Fryeburg, Me., the dividing point for the three principal connections to Portland, via (1) Hiram, Cornish and Sebago Lake (station), (2) Naples, Raymond and the east side of Sebago Lake, and (3) via Poland Springs and Gray.
- No. 6. Bretton Woods to St. Johnsbury, Montpelier and Burlington, Vt.
- No. 7. Round trip to Dixville Notch, N. H., via Twin Mt. House and Jefferson to Lancaster, extending up the east side of the Connecticut River through Groveton and the Stratfords to Colebrook. Thence east to DIXVILLE NOTCH and Errol, where the turn is made down the Androscoggin Valley through Berlin to Gorham, returning to Bretton Woods via Jackson and Crawford Notch. Reversed in No. 8.
- No. 8. Round trip to Dixville Notch, N. H., via Crawford Notch and Jackson to Gorham, extended up the Androscoggin Valley through Berlin and Milan to Errol. Thence west to DIXVILLE NOTCH and Colebrook, where the turn is made down the east side of the Connecticut River through the Stratfords and Groveton to Lancaster, Jefferson, Twin Mt. House and Bretton Woods. Reversed in No. 7.
- No. 9. Bretton Woods to Rumford Falls and Rangeley Lakes, Me.
- No. 10. A special round trip, Bretton Woods to Poland Spring, Me.
- No. 11. The White Mountains to Sunapee Lake, N. H., and Manchester, Vt.

Bretton Woods is made the center for this section solely as a matter of convenience. Bethlehem, Fabyans, Twin Mountain, Franconia, Profile, Flume, Jefferson, Jackson, Randolph, Intervale, the Conways and a number of other points share almost equally the unique touring advantages of the White Mountains. Also, in wider sweep, Gorham, Lancaster, Colebrook, Dixville Notch, the Woodstocks and all the excellent towns on the way to the Connecticut River.

The main road along the Ammonoosuc Valley passes nearly east and west between the Bretton Woods RR. station and The Mount Pleasant House. Trips to and from The Mount Washington, directly opposite, are made by the one short but conspicuous road across the valley. The through and local roads intersect a few yards east of the station.

Speed limits in the township of Carroll, covering roads from Crawford House and Bretton Woods to Twin Mountain House, Bethlehem, Whitefield and Jefferson, 15 miles per hour; in passing settlements and hotels 6 miles per hour. Automobiles not allowed on the new State Road on south side of Ammonoosuc River, extending from just west of Fabyans to about one mile beyond the White Mountain House.



CRAWFORD HOUSE
TWIN MOUNTAIN HOUSE

FABYAN HOUSE
SUMMIT HOUSE

Because of its superb roads amid scenes of wondrous grandeur the
WHITE MOUNTAINS region is the mecca of the automobilists.

THE BARRON, MERRILL & BARRON CO.

Post Office, Telegraph, and Long Distance Phone in each Hotel

GARAGE
and
AUTO
SUPPLIES
at each
CRAWFORD
HOUSE
FABYAN
HOUSE
and
TWIN
MOUNTAIN
HOUSE

AUTO-
MOBILE
LIVERY
at each
CRAWFORD
HOUSE
FABYAN
HOUSE
and
TWIN
MOUNTAIN
HOUSE



CRAWFORD
HOUSE
at
ENTRANCE
of
CRAWFORD
NOTCH

FABYAN
HOUSE
the
Distributing
Point of
WHITE
MOUNTAINS

TWIN
MOUNTAIN
HOUSE
the **WESTERN**
APPROACH
to the
BIG VALLEY

SUMMIT
HOUSE
top of
Mt. Washington
Goal of the
FLYING
MACHINES

BRETTON WOODS TO GREENFIELD, MASS.—174.5 MILES

Via Twin Mountain House, Bethlehem, Littleton and Lisbon to Woodsville, N. H., and Wells River, Vt. Thence south on the main route down the Connecticut River Valley, crossing the river between Vermont and New Hampshire whenever road conditions make it advantageous to do so.

MAP OF THE UPPER PART OF THIS ROUTE AND PRINCIPAL CONNECTIONS
PAGES 606-607 SEPARATE MAP BELOW WHITE RIVER JCT. PAGE 617.

(Connection from the Mount Washington by direct

MILEAGES
Total Intermediate

road across the Ammonoosuc Valley—6-10 mile.)

o o BRETTON WOODS, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the Mountains.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and **Fabyan House** (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M), ascending grade to

5.4 5.4 **TWIN MOUNTAIN HOUSE.** (*Diagonal left fork in front of hotel is the Mt. Lafayette Road for Profile House, etc.*)

Direct through on main road (fine views of mountains on right and left!), gradually ascending ridge on northern edge of valley; caution for steep downgrades (10.1 M), with double-track grade crossing short distance beyond (10.3 M). Immediately after passing Bethlehem Jct. station (on right—10.4 M), turn left across small iron bridge (10.5 M), bearing right over single RR. track (10.6 M). Thence up long steep grade past **The Maplewood** (on left—12.3 M) into the village of

13.6 8.2 **BETHLEHEM, Sinclair House.**

Continue through on the main street to fork leaving town (14.1 M), where keep to right down long steep grade; thence nearly straight ahead, passing right fork (15.7 M—to local points north). Running into the Franconia-Littleton road (18.1 M), turn diagonally right; carefully descend grade to and across RR. tracks and iron bridge (Ammonoosuc River—18.4 M), turning first left on Main St. to center of

18.6 5 **LITTLETON, Thayer's Hotel** (on left).

Follow Main St. to iron watering trough in prominent fork (19.1 M); here (leaving road to Waterford and St. Johnsbury straight ahead), take left—still in the Ammonoosuc Valley—direct through hamlets of S. Littleton (22.4 M) and N. Lisbon (24 M), passing left-hand roads leading across bridges at both of these points. Continue through covered bridge (27.1 M), upgrade over bad RR. crossing;

just beyond (27.2 M) keep right past Sugar Hill station (on right—27.4 M). Striking fine macadam (27.6 M), continue on same—caution for dangerous grade crossing (28.9 M)—into town of

29.5 10.9 LISBON, Hotel Moulton, at business center.

End of new odometer measurements—taken fall 1907.

Direct through on fair dirt road immediately along Ammonoosuc River—caution for dangerous left curve under RR., thence straight ahead along same. Continue through woodland, along ravine (on right), narrow at times, with numerous curves. At covered bridge do not cross, but bear left, curving up and down grade into Bath (35½ miles).

At center of village, bear left—away from covered bridge, on right—keeping upgrade on direct road along ridge—river on right. Caution for left curve under RR., dirt road, sandy in spots, gradually bearing away from the river (over to right). After crossing RR. again at grade, keep right along tracks, more sand.

At fork top of grade, keep straight through corners on winding, sandy road, bearing left gradually across bridge over RR. tracks. At end of street turn one short block right (Pine St.), and first left—Central St.—good asphalt, parallel with RR. (on right), center of village,

WOODSVILLE, N. H.

41 miles from Bretton Woods

Continue past fountain and RR. station (on right), downgrade to steel bridge across Connecticut River, 25 cents toll. Turn immediately left, curving under RR. (caution) and over iron bridge, at right angles, into the main street of

WELLS RIVER, VT.

41 1-2 miles from Bretton Woods

ROUTE SELECTION DOWN THE RIVER. From Wells River to Greenfield most auto tours use stretches on both sides of the Connecticut River, crossing whenever road conditions make it advantageous to do so. Opinions as to the best points to cross naturally differ; but from observation and report we recommend going down the Vt. side from Wells River through Newbury, Bradford and Fairlee to North Thetford, crossing there to the N. H. side. Thence south to Hanover crossing again into Norwich, Vt., and down the western side through White River Junction and Hartland to Windsor.

Crossing once more at Windsor to the N. H. side, good roads are had through Claremont and the Charlestown to North Walpole, where the Connecticut is crossed again to Bellows Falls, Vt.—the last time between these two States. The best road is now down the east side through Brattleboro, Vt., and Bernardston, Mass., to Greenfield, with the choice of an interesting and pleasant alternate through the Northfields, Mass.

Turn left down the main street of Wells River, bearing left under RR. tracks and immediately right along west bank of Connecticut River. Cross RR. again at freight station (on left), upgrade on sandy dirt road into high ridge (RR. below). Caution for numerous sharp curves and "water-bars" on up and down grades; fine views on both sides of river.

Cross RR. again, straight ahead to Oxbow hamlet (45½ miles), and direct upgrade past cemetery (on left). At fork, sign "Newbury," turn *right* (apparently the *wrong* way), taking next left direct into Newbury (47½ miles).

Pass RR. station (on right), upgrade over tracks, passing village park on right, direct south on good dirt road. Two miles below Newbury pass fork on left, turning right over bridge and upgrade. At sign, "4 miles to Bradford," keep left along ridge, winding with river and RR. (on left). Long winding upgrade, then level, with descent into

BRADFORD Hotel Eow.

54 miles from Bretton Woods

Continue south on main street of village, keeping to left of bandstand, through covered bridge upgrade into fine stretch along RR. Coming to high hill-sides (on right), *caution* for bad angle across tracks. Shortly cross RR. again, some sand, direct to

FAIRLEE

60 1-2 miles from Bretton Woods

Note covered bridge on left; if preferred, cross Connecticut River here to Orford, N. H., and down eastern side—optional to the paragraph following (to bridge at North Thetford and across at that point).

Straight through Fairlee village, past depot on left; at fork sign, "North Thetford," bear right, downhill—mostly good road, easy grades. At brick house in fork, keep left, downgrade, curving very sharp left, then right, across RR. at Ely station (on right), 63 miles. Shortly cross RR. again, one bad right bend to

NORTH THETFORD, VT.

66 miles from Bretton Woods

After passing village stores turn left, sign on tree at turn, "To Lyme Bridge;" cross this (iron) bridge to New Hampshire side. Turn immediately right down east side of river (direct ahead leads inland to Lyme village). Shortly *pass* another iron bridge (on right), and through 4-corners, along river road—fine views to right!

Continue on direct road, with numerous "water-bars"—some of them dangerous for night traveling. River road winds unmistakably into Hanover village, a fine level stretch between Dartmouth College buildings. Reaching center, turn right between college campus (on right) and hotel (on left),

HANOVER, N. H. Hanover Inn.

77 1-2 miles from Bretton Woods

Straight ahead past College Hall (brick building with Colonial portico on right), downgrade to covered bridge over Connecticut River to Norwich (station, not village) Vt., 79½ miles. Cross bridge over RR. tracks and take all left forks (except one which dips down to mill),

The Incomparable WHITE The Car for Service

THE GLIDDEN TOUR A CLEAN SWEEP FOR THE WHITE

The three White Steamers entered in the 1907 Glidden Tour finished with perfect scores. The White was the only make represented by three or more cars which was not penalized. Moreover, the single White runabout taking part in the Tour was awarded the Hower Trophy, after a supplementary contest with the sole survivor of the dozen gasoline runabouts which started in competition for this award.

shortly coming into the west side river road again. Continue south; at fork, sign "Wilder 1 mile," again keep left to Wilder (8½ miles).

At signposts, center of this hamlet, keep right, sign "2 miles to White River Junction." Direct past cemetery (on left), good dirt road descending carefully an unexpectedly sharp downgrade. Wind left, then right across covered bridge and under RR., then first left, bearing right along RR. (station on left),

WHITE RIVER JUNCTION, VT.

83 1-2 miles from Bretton Woods

Junction House.

A DETOUR VIA WOODSTOCK, VT.



From this point the direct route along the river through North Hartland and Hartland has very heavy grades, which may be largely avoided by a short detour inland to Taftsville, or Woodstock, as the accompanying small map shows. The following itinerary is carried to Woodstock, but quick through trips, not wishing to stop at hotel, can turn south at Taftsville, saving 7 miles.

Making this detour, immediately after crossing bridge over White River (where left turn brings down

to depot at White River Junction), *turn right*. Straight ahead along river (on right) to prominent fork on edge of town; here turn left. Soon cross stream at Quechee (3.5 miles), to Taftsville (6.5 miles) and Woodstock (10 miles).

Returning to the Connecticut River line below, retrace to Taftsville (13.5 miles), where turn south through Hartland 4-corners (21 miles); here again turn left to Hartland (22 miles); then south on the river road, etc. Distance, 14 1-2 miles farther this way, but no bad hills.

Down the River Road from White River Junction

The following paragraph resumes the direct itinerary from White River Junction, as used by downbound tourists not making the detour via Taftsville or Woodstock, as just given. Distances reckoned via this direct line.

Direct through on river road, winding alongside river, with dangerous up and down grades, and sharp curves over RR. Ascend steep winding grade through woods, with telegraph poles, looking out for vehicles coming from opposite direction. Descend very dangerous grade through two covered bridges into North Hartland (88 miles).

Straight south through town; at fork below, swing left over RR. and along tracks—good level stretch, followed by more grades through Hartland (92 miles). Direct between river (on left) and foothills (on right); after ascending another ridge, with more sharp curves, river road becomes the main street in

WINDSOR, VT. Windsor Hotel.

97 1-2 miles from Bretton Woods

Run through business center on portion of built-up road; just before wood bridge turn left under RR. and through covered bridge over Con-

necticut River (13 cents toll). Turn immediately right down New Hampshire side of river; at fork 1-2 mile below, keep right sign "Claremont," "Charlestown," following RR.

This route shortly turns somewhat inland, through West Claremont and Claremont, as the map shows; 2 miles farther than direct along the river from West Claremont, but better roads and easier grades.

Bad grade crossing near Ballock station, then good level road, with one sharp curve, continuing under RR. trestle up grade into West Claremont (105 1-2 miles). Go through following trolley, crossing same twice, across bridge and along stream (on right). Cross trolley a third time into Main St., over bridge and past brick factory (on left) to 5-corners, in open square,

CLAREMONT, N. H.

108 1-2 miles from Bretton Woods

Claremont Hotel. Jewett's Garage, Pleasant St.

Take right fork in front of hotel (Pleasant St.) straight out with car tracks across RR. (depot on right). At fork just beyond, keep right (leaving trolley), passing cemetery (on right) to fountain (on left). Keep right (straight ahead) on good road (fine views to right).

Look out for constables going through next three towns.

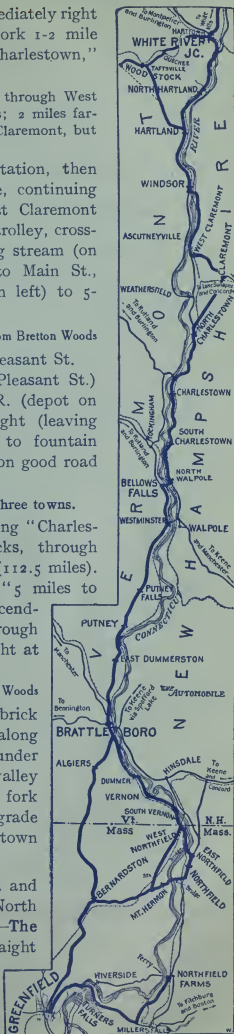
Soon descend long easy grade, following "Charlestown" signs, crossing two RR. tracks, through covered bridge into North Charlestown (112.5 miles). At fountain in fork keep right, sign "5 miles to Charlestown," crossing RR. at grade, ascending ridge on eastern side of valley through woodland, mostly good road. Keep right at fork edge of town direct into

CHARLESTOWN

117 1-2 miles from Bretton Woods

Straight through past fountain and brick library (on right), direct on good road along RR.; look out for sharp right curve under tracks. Narrow but good road down valley across RR. again at bad angle; at fork beyond this crossing keep right, downgrade over RR. again into South Charlestown (121 1-2 miles).

Go through 4-corners, again over RR. and along main road closer to river into North Walpole (125 miles). [For Walpole—The Wentworth; The Walpole Inn, run straight ahead on the east side of the Connecticut River; see accompanying map.] Continue to end of RR. yards, where turn right over fine iron bridge across



THE WENTWORTH, Walpole, N. H.

GEO: E. SHERMAN.

RATES, \$2.00 UP.

Modern Improvements.

Garage Connected.

Connecticut River. Immediately after crossing turn left, following car tracks into Rockingham St., direct to business center; city map page 468.

BELLOWS FALLS, VT

125 1-2 miles from Bretton Woods

Windham Hotel. Gates Garage.

Keep right through square into Westminster St.; at fountain just beyond keep to left over iron bridge. Road winds along edge of valley and along RR. direct to Westminster (129½ miles). Pass depot (on left), straight ahead through hamlet, winding up and down grades, *caution* for water-bars.

At prominent fork, keep left on fine road, more winding grades, passing fork on left leading to E. Putney ferry. Caution for next descent with narrow bridge at bottom, thence along ridge, noting "Putney" signs. Through woods beyond—*caution* for unexpected sharp right bend—difficult to hold car in road at speed. Curve right and left into Putney (139½ miles).

Continue downhill across small iron bridge, direct on main road to right fork, sign "Brattleboro 10 miles." More sharp curves through woodland, ascending ridge (more water-breaks, alias spring breaks). At fork, sign "Brattleboro 7 miles," ~~make~~ dangerous right turn over wood bridge.

Follow good road curving through woodland, becoming splendid road through East Dummerston hamlet (144½ miles). Go through covered bridge, curving right under RR. trestle winding upgrade. Straight ahead past park (on right), following single-track trolley on North Main St. to business center of

BRATTLEBORO

149 1-2 miles from Bretton Woods

Brooks House. The E. R. Clark Auto Co., Garage, Main St.

**The Warner
Auto-
Meter**

QUALITY is what counts in the long run. PRICE may allure, but QUALITY will endure. Fight shy of a "cheap" speedometer. See pages 20, 761
Warner Instrument Co., Beloit, Wis.



Continue down Main St. across small bridge, turning immediately left on Railroad St. one short block. Do not cross RR., but turn right into Vernon St., along tracks (on left), direct south along foothills, some sand. At fork, sign, "Vernon," "Northfield," keep left through covered bridge, still along foothills.

At Dummer, 6 miles out of Brattleboro, keep left across RR. and bear right along Vernon RR. station (on right). At fork beyond keep left along RR.; more sand. $2\frac{1}{2}$ miles beyond turn sharp right under RR. tracks and left, direct to

SOUTH VERNON, VT.

160 1-2 miles from Bretton Woods

At fork,* lower edge of town (sign, "2 miles to Northfield"),* bear right—sandy in spots—upgrade through woodland; fine views of the Northfields. Cross small bridge to fork (3 miles below South Vernon), where keep right toward Bernardston. $\frac{1}{2}$ mile beyond cross RR. at Mt. Hermon station (164 miles). At first 4-corners beyond, keep right across RR. again to Bernardston (167 $\frac{1}{2}$ miles).

*Keeping left at fork leaving South Vernon, thence straight ahead across the Connecticut River and right turn down east side of same through East Northfield (The Northfield) and Northfield, is a pleasant short detour from the direct line given. Map shows both the connection back over the other iron bridge below Northfield, passing just below Mt. Hermon station to Bernardston and Greenfield; also the somewhat sandy but frequently-used line more direct south to Miller's Falls,

Turn left at frame hotel; $1\frac{1}{2}$ miles out take left fork across B. & M. RR., winding right and straight ahead. Meeting trolleys follow tracks all way into Federal St., to intersection at right angles of Main St., business center of

GREENFIELD, MASS.

174 1 2 miles from Bretton Woods

For hotels, garages, city map and various diverging routes, see title page, Greenfield Section, page 461.

BRATTLEBORO TO GREENFIELD VIA ALGIERS—18 MILES

This is an alternate line between these points, 7 miles shorter than the route already given, but not as good roads; nor so much used as formerly. At Bernardston it joins the other line and the two are identical to Greenfield.

Using this line run down Main St. across small bridge, turning immediately right into Canal St. Follow trolleys up long winding grade, direct to Algiers (3 miles), and through on main road to North Bernardston (7 miles), and Bernardston (11 miles).

Straight ahead past frame hotel; $1\frac{1}{2}$ miles out take left fork across B. & M. RR., winding right and straight ahead. Meeting trolleys follow tracks all way into Federal St., to intersection at right angles of Main St., business center of

GREENFIELD, MASS.

18 miles from Brattleboro

For hotels, garages, city map, and various diverging routes, see title page, Greenfield section, page 461.

The Intervale House

White Mountains
Intervale, N. H.

The Motorist's Paradise of the east side

ACCOMMODATIONS FOR TWO HUNDRED PEOPLE



NOONDAY STOP AT THE INTERVALE HOUSE

150 miles from Boston, via Portsmouth
60 miles from Portland
50 miles from Poland Springs
30 miles from Bretton Woods
45 miles from Bethlehem

Open June 22nd to October 10th

Large and Commodious Garage
Repair Shop General Supplies

Electric Current for recharging batteries. Many circuit side trips with excellent country roads offered to the motorist for several days' stay. Mechanical assistance rendered out on the road upon telephoning the hotel.

HERBERT S. MUDGETT, Proprietor.

BRETTON WOODS TO PORTSMOUTH, N. H.—115.2 MILES

Most-used route to the New Hampshire-Massachusetts Coast, through Crawford Notch, Intervale, the Conways, Rochester and Dover; and approximately the first half of the White Mts. Boston route via Portsmouth and Newburyport.

As far as Intervale and Conway this is the average mountain district road, but without steep grades (except the sharp descents through Crawford Notch, which may be eliminated for 1908). From Conway to Rochester (58.1 M, or almost exactly half of the distance between Bretton Woods and Portsmouth), the roads average from fair to poor, with numerous sandy stretches; there are also a few steep grades, but none really bothersome. Roads from Rochester to Dover and Portsmouth good throughout.

On account of its being the most direct line between the White Mountains and the N. H. Coast, this route is considerably traveled, and fair average time can usually be made over it. However, the Conway-Rochester portion will invariably prove less interesting than expected by the first-time tourist and the towns along this stretch are few, small and far between.

(Connection from the Mount Washington by direct road

across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

o o **BRETTON WOODS, RR. station.**

Start southeast on main road along the Ammonoosuc Valley, sign (on left), "Crawford's 3 1-2 miles"—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected iron bridge (1.4 M), reaching—on the right, as the roadway widens—

3.3 3.3 CRAWFORD HOUSE (Hotel), garage in connection.

New piece of road to ease the descent of Crawford Notch (1-2 mile beyond) will probably be ready for use during summer 1908; south-and-east bound tourists watch—on left—for same after leaving Crawford House. When completed special sign will undoubtedly be erected.

Straight ahead between RR. station (on right) and small lake (on left) through woods and past rocks into Crawford Notch (3.8 M)—very steep downgrades with sharp curves along deep ravine, and especially difficult bridge to cross at bad angle about half-way of descent. Continue on main road, more winding downgrades along Saco River (Mt. Webster on left—Mt. Willey on right), mostly woodland, passing

6.1 2.8 SITE OF WILLEY HOUSE. (Sign in open space on right.)

The several RR. crossings between this point and Intervale (28.1 M) are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service.

Direct (unprotected wood bridges, 7.3 M, 8.2 M, 9.1 M, 9.6 M, 10.4 M & 11.1 M), over RR. tracks at Bemis station

HARRIS
(REGISTERED)
OILS

If not readily obtained write
us and we will supply direct.
See prices inside cover.



(11.9 M)—two more RR. crossings (12.9 M & 14 M). Continue over iron bridge (14.2 M), crossing RR. again (14.4 M & 14.7 M) and another unprotected wood bridge (15.2 M)—caution for up-bound vehicles at sharp curves between river and large rocks (15.9 M & 16 M).

Continue on main road across RR. (17.7 M), straight ahead through 4-corners at Bartlett (iron watering trough, on left—18 M) onto level stretch of excellent gravel. Slow down for right curve over RR. (19.9 M), thence direct to fork (22.2 M); bear left through covered bridge (22.4 M), and across unprotected iron bridge (23 M), with short right curve immediately beyond.

Cross branch RR. track (23.4 M) direct through another covered bridge (24 M) and through 4-corners at Glen Station (24.1 M). Pass road leading to Jackson (on left—24.2 M), bearing right (25.7 M) on excellent gravel; cross iron bridge at lower Bartlett (26.1 M) and RR. (28 M) to **INTERVALE**. Intervale House. Garage in connection.

28.1 22

Direct, upgrade through woods across RR. (29.7 M) into North Conway (30 M), running straight ahead through town to prominent fork (32.6 M); here (where left leads to Fryeburg, for Poland Springs and Portland), take right. Continue on main road through covered bridge (35.3 M), bearing left just beyond (35.4 M) direct to center of village, Conway (hotel on right-hand corner—35.6 M).

This route was covered by the Blue Book car one cold, rainy afternoon in the late fall of 1907, running into Rochester after dark; for these reasons the directions between Conway and Rochester are not clear and distinct at all points, though in the main they are correct. General maps of this district all are VERY poor.

Turn 90° right across iron bridge (35.7 M), curving left past Conway station (on right—36 M); thence direct across branch RR. (36.3 M), passing first right fork leading over RR. tracks (36.7 M). A short distance beyond (37 M) cross RR. and again 1-2 mile below (37.5 M); at fork just beyond—both roads sandy—take right, sign, "Albany," over RR. tracks again (37.7 M), keeping right at fork (37.9 M) into hamlet of Albany (40.1 M).

Avoiding right fork, pass road on left (leading over small bridge); shortly descend grade (40.6 M) to prominent fork at next hamlet, Iona P. O. (41.4 M). Take left (right fork is longer way into same road), following main highway across small bridge to end of road (44.2 M); here turn right passing Chocorua Pond (on right—45.3 M).

POST YOURSELF
on the speed indicator
question. Write for a
WARNER catalogue.
It gets at the heart of
the question.

See pages 20, 761

THE WARNER
AUTO-
METER

WARNER INSTRUMENT CO., Beloit, Wis.



Continue past end of lake (46.3 M) to fork (47.6 M), where (unless going to Chocorua P. O., which is 1-10 M straight ahead), take right to end of road (47.7 M). Turn right across bridge to 4-corners just beyond (47.8 M); here (road to Tamworth, for Lake Winnepissaukee and central N. H. points continues straight ahead), turn 90° left—direct road for nearly 4 miles.

Entering hamlet of W. Ossipee (51.7 M), keep to right (left leads to depot), curving left just beyond (51.8 M); thence direct across wood bridge (52.5 M) and over 2nd bridge (54.1 M) to end of road immediately beyond. Turn 90° left, crossing RR. at Ossipee Valley station (on left—54.8 M); at fork (55.2 M) keep right, up steep grade over sandy road through Center Ossipee (57.9 M).

Cross small bridge at sawmill (58.2 M); at fork 4-10 mile beyond (58.6 M), keep right direct on main-traveled highway past small lake (on left—61.8 M) to road-house (62.1 M). Keep right (nearly straight ahead) upgrade over RR. tracks at station (on right—63 M) into village of Ossipee (63.5 M—estimated).

Bear left through town on main road for 4 miles, ascending grade (67.5 M) to and across RR. (67.7 M); at fork (68.5 M) keep left, again across RR. (69 M). Pass 3-corners on right (72.4 M), shortly crossing RR. at Wakefield station (73 M) to fork (74.3 M); here take left, meeting stretch of macadam at 4-corners (74.7 M).

Cross RR. (74.8 M) to fork 1-10 mile beyond (74.9 M); here (probably Sanbornville), keep right along RR., crossing same (76.7 M), and passing pond (on left—78.1 M) into town of Union (79 M). Direct through, crossing RR. at station (on right—79.2 M) to fork (80.6 M); here keep right, coming alongside small lake (on left—83.8 M), crossing RR. (84.4 M), past station (on left—85.4 M) into Milton (85.5 M).

Straight ahead through center of town, crossing RR. (86.4 M), running under RR. (87.6 M), again crossing RR. (88.5 M). At next fork keep right, direct on main road, over RR. tracks (91.7 M, 92.4 M, 92.8 M and 93.3 M), same thorofare becoming Wakefield St. to monument, at Main St.,

93.7 65.6 ROCHESTER, Main St., business center.

Bear left with trolleys on Main St.; where tracks take right (94 M), keep straight ahead across RR. tracks, passing to left of Common (on right—94.3 M). Pass left fork (94.5 M—leading to Somersworth), up long gradual grade; thence on direct road—sandy in spots—through cross-roads (98.3 M).

Straight ahead past Fair Grounds (on left—100.7 M); meeting trolley at 4-corners just beyond (100.9 M) turn left with same, but where tracks leave to left (101.5 M)

continue direct on main road, becoming Central Ave., Dover. Picking up trolleys again, follow them on Central Ave. across RR. (103.6 M) to iron watering trough just beyond; here keep to right over iron bridge (103.7¹/₂ M) running in front of City Hall,

103.9 10.2 DOVER, Wentworth's Garage, Central Ave.

Follow Central Ave. through town, but at fork by cemetery (104.4 M), bear slightly left uphill (leaving trolleys to right); thence direct on main road, shortly coming closer along the Piscataqua River (on left). Cross RR. (grade—109.3 M), curving right past Dover Point RR. station (on left) to and across Dover Point bridge (110 M—15c toll—look out for gates down).

Leaving bridge (110.3 M), bear right, but at 3-corners short distance beyond (110.6 M), swing left to end of road (112 M); here turn left direct to large tree with sign in fork near Portsmouth (113.7 M). Take left—Maplewood Ave., picking up trolleys (from right—114.6 M); thence with car-tracks over Causeway (114.7 M) to fork just beyond (114.8 M).

(For this and optional entrances see Portsmouth city map, page 555; keep right (leaving trolleys to left) to end of street just before RR. (115 M). Jog left and first right (115.1 M), across RR. tracks into Vaughan St.; thence up Vaughan St. to intersection of Congress St., center of

115.2 11.3 PORTSMOUTH, Congress & Vaughan Sts.,

For hotels, garages, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

PLYMOUTH TO PORTSMOUTH, N. H.—77 MILES

Connecting the Pemigewasset Valley and the Lake Winnipisaukee district with the New Hampshire Coast, making, in connection with Routes 3 and 4, this section, two more complete routes from the White Mountains to Portsmouth.

This route is fragmentary and needs verification; the Blue Book includes it as a general guide only for tourists desiring to make the run.

From center of Plymouth village, continue directly south on through road along RR. and river (on left), turning left across tracks at Bridgewater station (3¹/₂ miles). Cross bridge over Pemigewasset River, following RR. (on right) for ³/₄ mile. At fork keep left and shortly right across bridge onto asphalt on main street,

ASHLAND

51-2 miles from Plymouth

Continue straight ahead, on same side of RR. to Long Pond (on right). After passing pond turn right down eastern side of same, crossing bridge and RR. at Winona station (11¹/₂ miles). At fork 2 miles below turn left (north), and next right, rounding the lower shore of Lake Wakawan. Cross RR. (north) into

MEREDITH

20 miles from Plymouth

Here intersect the route from the White Mountains via Crawford Notch, Conway, Chocorus and Moultonboro to Meredith. It is approximately 72 miles from Bretton Woods to this point via Franconia Notch and the Pemigewasset Valley, and 73 miles via Crawford Notch and Lake Winnepesaukee.

Keep generally to left along Lake Winnepesaukee to The Weirs (New Weirs Hotel), 25 miles. Cross Weirs bridge; at fork immediately beyond keep *left* on road along the lake, crossing RR. at Guilford station (29 miles).

Continue along lake and RR. through several summer hamlets to West Alton (34½ miles), passing Alton Bay (station on left) to Alton (37 miles). From this point follow main road along line of RR. through Downing's Mills (40½ miles), New Durham (43 miles), and Farmington (47½ miles) to

ROCHESTER

55 miles from Plymouth

Straight through town, taking left fork, direct to Dover (65 miles), straight ahead out Central Avenue, Main St. Follow RR. across Dover Point Toll Bridge—Great Bay on right, Piscataqua River on left—direct, entering on Maplewood Avenue. Cross Cheshire Shore Bridge into Vaughan St., taking left on Congress St. to Market Square, center of

PORTSMOUTH

77 miles from Bretton Woods

For hotels, garages, city map, and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

BRETTON WOODS TO CONCORD, N. H.—98.8 MILES

Via Twin Mt. House and the new Mt. Lafayette Road to Profile House; thence down the Pemigewasset and Merrimack Valleys via North Woodstock, Woodstock, Plymouth and Franklin.

This is the main thoroughfare from the White Mountains to central New Hampshire, with scarcely more deviation from a direct line than is caused by the windings of the two rivers followed a greater part of the way. Roads average good throughout, with occasional heavy stretches in extreme wet weather; while grades, though numerous, can usually be negotiated without trouble by even a low-powered car in good condition.

Roads and weather favorable, the run from Bretton Woods, Jefferson, Bethlehem, Franconia, the Profile House or the Woodstocks to Concord—or even beyond—can easily be made in one day. This route was covered (traveling in the opposite direction) by the Blue Book car in the fall of 1907 and the distances given are odometer measurements throughout.

(Connection from the Mount Washington by direct

road across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

0 0 BRETTON WOODS, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the mountain.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and Fabyan House (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to

autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M), ascending grade to (using care not to pass)

5.4 5.4 TWIN MOUNTAIN HOUSE.

Turn diagonally left in front of hotel, downgrade over bridge across the Ammoonosuc River (5.5 M); just beyond cross RR. tracks at Twin Mt. station (5.6 M), following new road (usually good throughout, but occasional mud-holes in wet weather). Direct over two wood bridges (6.9 M) and across iron bridge (Gale River—11 M); 1 7-10 miles beyond (12.7 M) again cross RR., thence on main road past Golf Links (clubhouse on right—15.4 M), running along Echo Lake (on left—17.8 M) to

18.8 13.4 PROFILE HOUSE (Hotel), garage in connection.

ALTERNATE BRETTON WOODS TO PROFILE HOUSE VIA BETHLEHEM AND FRANCONIA VILLAGE—23.9 MILES

(Connection from the Mount Washington by direct road across the Ammonoosuc Valley—6.10 miles.)

MILEAGES
Total Intermediate

0 0 Bretton Woods, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the Mountains.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and **Fabyan House** (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M), ascending grade To

5.4 5.4 TWIN MOUNTAIN HOUSE. (Diagonal left fork in front of hotel is the Mt. Lafayette Road for Profile House, etc.)

Direct through on main road (fine views of mountains on right and left!), gradually ascending ridge on northern edge of valley; caution for steep downgrades (10.1 M), with double-track grade crossing short distance beyond (10.3 M). Immediately after passing Bethlehem Jct. station (on right—10.4 M), turn left across small iron bridge (10.5 M), bearing right over single RR. track (10.6 M). Thence up long steep grade past **The Maplewood** (on left—12.3 M) into the village of

13.6 8.2 BETHLEHEM, Sinclair House.

The heavy grades on the two routes between Bethlehem and Franconia Village are in opposite directions; consequently THIS SOUTHBOUND SCHEDULE uses the longer way—via the fork on the western edge of town. Traveling in the opposite direction—from Franconia Village to Bethlehem—the Mt. Agassiz Road (½-mile shorter) is used instead; this accounts for the ½-mile difference in distance between the up and the down schedules.

Continue through on the main street to fork, leaving town (14.1 M), where take left (road to Littleton, etc.,

runs nearly straight ahead); shortly descend steep grades, keeping left on main road at first fork (14.5 M). 1 2-10 mile beyond (15.7 M) bear left (leaving road into woods on right—caution for steep winding downgrade; at 3-corners (17 M) keep right, passing **Hunts Hotel** (on right—18.7 M), with another downgrade to end of road at

19.2 5.6 **FRANCONIA VILLAGE**, store and a few houses only.

Turn 90° left, immediately over iron bridge (19.3 M); at fork short distance beyond (19.5 M) keep right to fork 1 mile beyond (20.5 M). Here again take right, immediately over another small iron bridge, keeping left on main road at fork (20.7 M) to irregular 4-corners (21.1 M); now turn diagonally left up long steep grade direct to

23.9 4.7 **PROFILE HOUSE** (Hotel), Garage in connection.

Distances below Profile House reckoned on basis of 18.8 miles from Bretton Woods via Twin Mt. House and the Mt. Lafayette Road.

Direct through in front of hotel past Profile (small) Lake on right (19.1 M—profile, "Old Man of the Mountain" on cliff across the lake), ascending long grade past **Flume House** (on right—23.8 M); 3 miles beyond (26.8 M) slow down for RR. (bad grade crossing—view obstructed both ways). Thence on main road (avoiding left forks, 27.6 M & 28.8 M) into summer village of North Woodstock (28.9 M); **Deer Park Inn** (short distance off main road to left).

Straight ahead across bridge (29.2 M), avoiding left forks (29.4 M & 32.5 M) into and through Woodstock (32.6 M); thence along the Pemigewasset Valley, crossing RR.



This route enters Plymouth by Main St., turning right into Highland Ave. at the park, for the longer but better way to Bristol via New Found Lake.

(36.2 M) and iron bridge (36.3 M) into hamlet of West Thornton (37.1 M). Just below again cross RR. (37.2 M), avoiding numerous left turns to river next few miles ("West Campton" and "Blair" on maps, but no towns balance of way to Plymouth).

Cross RR. (39.5 M) and run through covered bridge (42.6 M), following main road down the valley for 6.7 miles to next RR. crossing (49.3 M). Immediately below run through covered bridge and over RR. tracks (49.6 M), same road becoming Main St., which follow past Court House (on right—50 M) to foot of Highland Ave. (opposite large hotel on left),

50.1 31.3 **PLYMOUTH**, center of town, by small park.

Pemigewasset House. Sanborn's Garage, 87 N. Main St.

Turn 90° right on Highland Ave., ascending long grade, nearly straight ahead through cross-roads (52.7 M) to irregular 4-corners 1 mile beyond (53.7 M). Turn left to 3-corners 8-10 mile beyond (54.5 M), where keep right 4-10 mile, meeting (at 54.9 M) road which comes down from Rumney.

Bear left, straight ahead on main road 3.9 miles to and through 4-corners with numerous signs (58.8 M—East Hebron on maps, but no town). 3-10 mile below (59.1 M) run along the upper end of New Found Lake, skirting the eastern shore of same (avoiding all left forks) for 6 miles; at prominent fork lower edge of lake (65.1 M) take right (left—nearly straight ahead—is shorter but poorer road to Bristol).

Continue along foot of lake 3-10 mile to fork with small bridge ahead to right (65.4 M); here take left on stretch of good macadam. Follow excellent road, keeping to right through covered bridge (66.4 M); straight ahead, bearing gradually left into

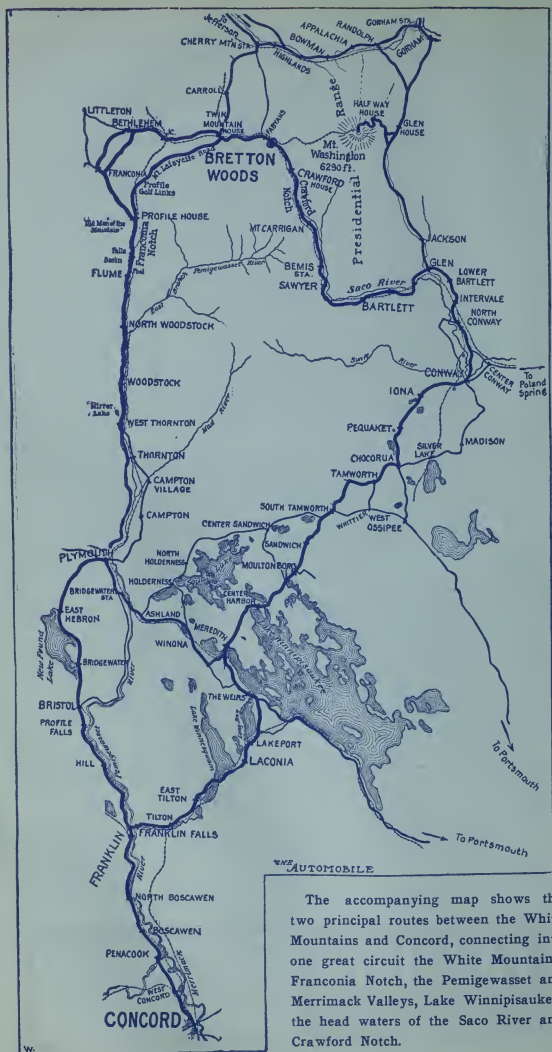
67.8 17.7 **BRISTOL**, 4-corners, hotel on left before the turn.

Turn 90° right immediately over iron bridge; pass right fork (67.9 M), running direct uphill with fine view of valley from summit (69.5 M). Descend grade, keeping left on main road at fork (69.7 M), through covered bridge (69.9 M) to and through hamlet of Hill (73.4 M).

At fork short distance below (73.8 M) keep to right downhill direct on long stretch of fair-to-poor dirt road, all way near river and RR. Cross RR. (79.7 M), descending another grade, entering the main street of

HARRIS
(REGISTERED)
OILS

S. H. Steam Cylinder, the grade used and recommended by the Stanley Motor Car Co. to all its patrons.



The accompanying map shows the two principal routes between the White Mountains and Concord, connecting into one great circuit the White Mountains, Franconia Notch, the Pemigewasset and Merrimack Valleys, Lake Winnepesaukee, the head waters of the Saco River and Crawford Notch.

80.2 12.4 FRANKLIN. (*Route from Lake Winnipisaukee points, Laconia and Franklin Falls comes in by reverse fork 1-10 mile below center of town.*)

Straight ahead through village (passing left fork leading downhill to bridge—80.3 M); caution for bad right curve under RR. (81 M—dangerous at speed). Thence on main road past Franklin Jct. station (on left—81.9 M); at fork (82.5 M) keep left over iron bridge (avoiding right-hand road).

Cross RR. at Webster Place (small station on right—82.9 M); 1 mile below (83.9 M) again cross RR., direct past N. Boscawen station (on left—86.1 M). Thence on stretch of dirt road—bad in wet weather—keeping right, downgrade over small bridge (89.1 M) through hamlet of Boscawen (89.2 M).

Striking macadam, follow same (avoiding left fork—90.8 M) across small bridge (92.6 M) into Penacook (92.7 M); **Hoyt Electrical Instrument Works**, Garage and Supplies. Here meet trolley, which is followed rest of way into Concord. Pass through W. Concord (95.6 M), crossing RR. (96.7 M); at prominent fork by large cemetery (on right—97.6 M), keep left with car-tracks into N. State St., Concord.

At fork of N. State and Fisk Sts. 4-10 mile beyond (98 M) take left with trolleys 2-10 mile on Fisk St. to intersection of Main St. (98.2 M). Bear right on Main St., straight ahead with car-tracks to business center of

98.8 18.6 CONCORD, Main St. opposite State Capitol.

For hotel, garages, city map, and various diverging routes, see title page, Concord-Manchester section, page 585.

White Mountain Section, Route No. 4

BRETTON WOODS TO CONCORD, N. H.—113 MILES

Via Crawford Notch, the Conways, Chocorua and Moultonboro to Lake Winnipisaukee. Thence via Meredith, the Weirs, Laconia and Franklin Falls to Franklin, coinciding with Route No. 3.

A full alternate to the route already given—only 12 miles longer—reaching various points in central New Hampshire untouched by the other. In connection with the corresponding return directions from Concord, excellent round trips are provided northbound or southbound. Connections to many points in the Lake Winnipisaukee-Squam Lake section; map page 630.

Lack of time and bad weather made it impossible for the Blue Book car to cover this route during its White Mountain trips, late in the fall of 1907. Consequently the directions are fragmentary and need verification, we include it as a general guide for tourists desiring to make the run.



THE WARNER AUTO-METER
YEARLY SWEEPS THE BOARD IN THE
GLIDDEN TOUR.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



Follow Route No. 2, which see for full running directions, from Bretton Woods through Crawford Notch (4 miles), Bemis Station (12 miles) Bartlett (18 miles), Glen (23 miles), Intervale (27 miles), North Conway (28½ miles), and Conway (36 miles) to

CHOCORUA

46 miles from Bretton Woods

To this point the present route coincides with the run to Portsmouth; now it turns inland, while the Portsmouth run continues in a southeasterly direction.

Do not turn left in village, but continue through in a southwesterly direction to Tamworth (49 miles). Pass cross-roads leading to South Tamworth, and continue on main road to Sandwich (59 miles). Follow nearly direct south to Moultonboro (64 miles), passing ponds (on right) and head of Moultonboro Bay (on left).

Continue on main road to Centre Harbor (68 miles), where keep right, passing around the head of Lake Winnepisaukee. At cross-roads beyond head of lake, turn sharp left, avoiding all cross-roads to Meredith (73 miles). Keep generally to left along Lake Winnepisaukee (on left) to

THE WEIRS

78 miles from Bretton Woods

New Weirs Hotel.

CONNECTIONS IN THE LAKE WINNIPISAUKEE DISTRICT

There are many of these connections, which will probably be made into a separate section in a subsequent edition of the Blue Book. As an alternative to the line to Moultonboro and Centre Harbor, the tourist may leave the line at Tamworth to Whittier, thence southwest through Centre Sandwich and along the upper shore of Squam Lake to Holderness; **ASQUAM HOUSE**. The same line may be projected through from Holderness to Plymouth, joining the main routes north and south through the Pemigewasset Valley; see map page 630.

Cross Weirs bridge; at fork immediately beyond turn left on main road, which comes alongside Long Bay (on right) to Lakeport (82 miles). Thence along RR., following trolley through Union Ave. into Church St.,

LACONIA

83 1-2 miles from Bretton Woods

Vue de L'Eau House.

Continue South with RR. by the southern shore of Lake Winnisquam, and along the Eastern side of Sanbornton Bay. Turn right across RR. and left to East Tilton (86 miles). Follow main road along the Winnepisaukee River through Tilton (89 miles) to Franklin Falls (92 miles). Continue through on Central St. across bridge into

FRANKLIN

93 miles from Bretton Woods

Turn left, keeping close to RR. and the Merrimack River through North Boscawen (99 miles) and Boscawen (103 miles), meeting trolley which follow to Penacook (105 miles). Thence on fine macadam, with trolley through West Concord (108½ miles) to upper edge of Concord. Enter by North State St., Fiske St., and North Main St. to business center (see city map page 585).

CONCORD

113 miles from Bretton Woods

For hotels, garages, city map, and various diverging routes, see title page, Manchester-Concord section, page 585.

WHITE MOUNTAINS TO PORTLAND, ME.

Via Crawford Notch and Intervale, N. H., to Fryeburg, Me., the dividing point for the three principal connections to Portland, via (1) Hiram, Cornish and Sebago Lake (station), (2) Naples, Raymond and the east side of Sebago Lake, and (3) via Poland Springs and Gray.

As the large-scale map pages 658-659 shows, this is one well-traveled trunk line through Crawford Notch and along the Saco Valley for 40.6 miles to Fryeburg, Me., from which point there is a choice of widely different natural courses to Portland. Much the shortest way beyond Fryeburg is via Hiram, Cornish, Standish and the lower edge of Sebago Lake, but there is probably less tourist travel this way than on the longer lines via Naples and Poland Springs.

Owing to a bridge being down in the late fall of 1907, the Blue Book car was unable to cover this short line, and the description from Fryeburg via Hiram and Cornish to Portland is therefore given in general terms and approximate distances only, as an outline guide to anyone desiring to go that way. But both of the longer routes were covered entire and the distances given are odometer readings; somewhat for this reason we recommend a choice from one of the others instead.

As between the Naples-Sebago Lake-Portland, and the Naples-Poland Springs-Portland routes, the advantage of shorter distance is with the former; and the two very steep hills on the latter line are avoided. However, probably more tourist travel goes via Poland Springs than by both the other routes combined, for which reason a special White Mountains-Poland Springs round trip is given elsewhere in this section.

(Connection from the Mount Washington by direct road

across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

o o BRETTON WOODS, RR. station.

Start southeast on main road along the Ammonoosuc Valley, sign (on left), "Crawford's $3\frac{1}{2}$ miles"—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected iron bridge (1.4 M). reaching—on the right, as the roadway widens—

3.3 3.3 CRAWFORD HOUSE (Hotel), garage in connection.

New piece of road to ease the descent of Crawford Notch (1-2 mile beyond) will probably be ready for use during summer 1908; south-and-eastbound tourists watch—on left—for same after leaving Crawford House. When completed special sign will undoubtedly be erected.

Straight ahead between RR. station (on right) and small lake (on left) through woods and past rocks into Crawford Notch (3.8 M)—very steep downgrades with sharp curves along deep ravine, and especially difficult bridge to cross at bad angle about half-way of descent. Continue on main road, more winding downgrades along Saco River (Mt. Webster on left—Mt. Willey on right), mostly woodland, passing

6.1 2.8 SITE OF WILLEY HOUSE. (Sign in open space on right).

All RR. crossings mentioned between this point and Intervale (28.1 M) are AT GRADE AND DANGEROUS, particularly during the frequent summer train service.

Direct (unprotected wood bridges, 7.3 M, 8.2 M, 9.1 M, 9.6 M, 10.4 M & 11.1 M), over RR. tracks at Bemis station (11.9 M)—two more RR. crossings (12.9 M & 14 M). Continue over iron bridge (14.2 M), crossing RR. again (14.4

M & 14.7 M) and another unprotected wood bridge (15.2 M) —caution for up-bound vehicles at sharp curves between river and large rocks (15.9 M & 16 M).

Continue on main road across RR. (17.7 M), straight ahead through 4-corners at Bartlett (iron watering trough, on left—18 M) onto level stretch of excellent gravel. Slow down for right curve over RR. (19.9 M), thence direct to fork (22.2 M); bear left through covered bridge (22.4 M), and across unprotected iron bridge (23 M), with short right curve immediately beyond.

Cross branch RR. track (23.4 M) direct through another covered bridge (24 M) and through 4-corners at Glen station (24.1 M). Pass road leading to Jackson (on left—24.2 M), bearing right (25.7 M) on excellent gravel; cross iron bridge at lower Bartlett (26.1 M) and RR. (28 M) to

28.1 22 **INTERVALE.** Intervale House. Garage in connection.

Direct, upgrade through woods across RR. (29.7 M) into North Conway (30 M), running straight ahead through town to prominent fork (32.6 M); here (where right leads to Conway, for Ossipee, Rochester, Dover and Portsmouth), take left. Continue on main road through 4-corners, hamlet of Redstone (33.2 M) to fork with stone sign-post (34.1 M).

For Fryeburg via East Conway (a trifle longer): take left, crossing RR. just beyond, thence on main road to East Conway, N. H. (39.2 M). At drinking fountain turn right, crossing covered bridge over Saco River to end of street; then turn left into the center of Fryeburg, Me. (40.8 M).

For Fryeburg via Center Conway: Keep to right of stone signpost, straight ahead through covered bridge over Saco River (34.5 M) to end of road (34.8 M); here turn left, winding right immediately beyond to fork Center Conway, N. H. (34.9 M). Keep left (nearly straight ahead) through village, across RR. (36.1 M & 37.5 M), same road becoming the main street in

40.6 12.5 **FRYEBURG, ME.**, Monument at village center.

1. FRYEBURG TO PORTLAND VIA HIRAM, CORNISH AND SEBAGO LAKE (STATION) THE SHORTEST BRETTON WOODS-PORTLAND THROUGH ROUTE

General description and approximate distances only from Fryeburg to Portland this way.

Turn right and go down the Saco Valley, crossing RR. to East Brownfield (44 miles), crossing it three times more to Hiram (49 miles). Keep on west side of Saco River and across Ossipee River into Cornish (54 miles), where turn left with Saco River and direct, taking second right fork through North Limington and East Limington. Shortly beyond cross river to South Standish (64 miles), when take left road to Standish (67 miles). Bear left direct to

SEBAGO LAKE (Station)

69 miles from Bretton Woods

Turn right, keeping left with RR. to White Rock (72 miles), where turn right and take first left across Presumpscott River and RR. at

New Hall station. Turn right, following RR. through South Windham (76 miles), whence follow trolley, crossing river at Westbrook to Cumberland Mills (80 miles).

Continue direct on Bingham Ave. to Brighton Corners (if locally unacquainted see complete diagram of this entrance on Portland city map at head of Maine section). At Brighton Corners turn right on Stevens Ave. short distance to Bradley's Corner. Here turn left direct on Congress St. over RR. tracks (depot on right), straight ahead uphill to business center.

Also see map for the alternate entrance via Warren Ave., Morrills Corner and Forest Ave.

PORTLAND

86 miles from Bretton Woods

For hotels, garages, city map and various diverging routes, see Maine section, pages 713.

2. FRYEBURG TO PORTLAND VIA NAPLES, RAYMOND AND THE EAST SIDE OF SEBAGO LAKE—MAKING A BRETTON WOODS-PORTLAND THROUGH ROUTE OF 94.7 MILES

(Distances reckoned from Bretton Woods via Crawford

Notch and Intervale.)

MILEAGES
Total Intermediate

40.6 12.5 FRYEBURG, ME.

Direct through to stone signpost at further end of town (41 M); here turn 90° right past cemetery (on right), bearing left at fork (41.2 M) past "Jockey Cap"—large rock over to left. Continue on main road—sandy in spots—through covered bridge (43.7 M); bearing left (45.1 M) into East Fryeburg (46.5 M).

Straight ahead—more sand in spots—bearing somewhat to right (48.2 M) to and across long causeway over Moose Pond (50.3 M). Continue on main road to end of same (53.8 M); here turn right to irregular 4-corners at small park, entering

55.6 15 BRIDGETON, Bridgeton House.

Turn left into Main St.—downhill, curving right (55.7 M midway downgrade) toward watering trough (56 M); here keep left—nearly straight ahead (right leads to depot), 3-10-mile beyond (56.3 M) turn right across small bridge, passing red-frame factory (on left—after the turn). Continue to fork (57.9 M), keeping left (nearly straight ahead) to next fork (60.2 M); here take left—direct along picturesque lake (on left) into village of

64.7 9.1 NAPLES, Bay of Naples Inn.

Keep to left at fork (64.8 M) across iron bridge (65 M) connecting Long Lake (on left) and Brandy Pond (on right), running nearly straight ahead at prominent fork with signs (66.2 M—left is the Poland Springs-Portland route). Cross wood bridge (66.9 M), running over sandy stretch past right fork (69.3 M) through hamlet of S. Casco (70.9 M, avoiding right fork, leading to Raymond Cape); thence direct, bearing right at fork (72.4 M) into

73.7 9 RAYMOND, The Raymond.

Straight ahead along Sebago Lake, bearing left across small bridge (74.6 M) and immediately right, past end of Sebago Lake (76 M); thence direct through N. Windham (79 M), keeping left on main road at fork 1.1 miles below (80.1 M). Continue through small hamlets (81.8 M & 82.9 M) and across small bridge at Duck Pond (86.9 M); thence through cross-roads (89.1 M).

Cross small bridge (89.9 M), passing Riverton Park on left just beyond (90 M); picking up trolleys follow them to Morrill's Corner on the northern edge of Portland (91.8 M). Run nearly straight ahead, immediately over RR. into Forest Ave., Portland (avoiding diagonal right fork—Stevens Ave.).

Continue direct over RR. tracks again at Woodfords station (on left—92.9 M), keeping left with Forest Ave. at fork short distance beyond (93.1 M). Immediately cross RR. tracks, with another crossing 1.1 miles beyond (94.2 M), thence direct on good stone pavement (fall 1907) to intersection of Congress St., center of

94.7 21 **PORTLAND**, Congress St. at Forest Ave.

For hotels, garages, city map and various diverging routes, see Maine section, pages 711-713.

3. FRYEBURG TO PORTLAND V'IA POLAND SPRINGS AND GRAY—MAKING A BRETTON WOODS-PORTLAND THROUGH ROUTE OF 108.6 MILES

(Distances reckoned from Bretton Woods via Crawford

Notch and Intervale.)

MILEAGES

Total Intermediate

40.6 12.5 **FRYEBURG, ME.**, Monument at village center.

Direct through to stone signpost at further end of town (41 M); here turn 90° right past cemetery (on right), bearing left at fork (41.2 M) past "Jockey Cap"—large rock over to left. Continue on main road—sandy in spots—through covered bridge (43.7 M) bearing left (45.1 M) into East Fryeburg (46.5 M).

Straight ahead—more sand in spots—bearing somewhat to right (48.2 M) to and across long causeway over Moose Pond (50.3 M). Continue on main road to end of same (53.8 M); here turn right to irregular 4-corners at small park, entering

55.6 15 **BRIDGETON**, Bridgeton House.

Turn left into Main St.—downhill, curving right (55.7 M midway downgrade), toward watering trough (56 M); here keep left—nearly straight ahead (right leads to depot). 3-10 mile beyond (56.3 M) turn right across small bridge, passing red-frame factory (on left—after the turn). Continue to fork (57.9 M), keeping left (nearly straight ahead) to next fork (60.2 M); here take left—direct along picturesque lake (on left) into village of

64.7 9.1 **NAPLES**, Bay of Naples Inn.

Keep to left at fork (64.8 M) across iron bridge (65 M) connecting Long Lake (on left) and Brandy Pond (on right), turning left at prominent fork (signs—66.2 M, straight ahead is the road to Portland via Raymond and the east side of Sebago Lake). At next fork (66.9 M), take right, straight ahead across heavy wood bridge (67.5 M) to irregular 4-corners at hamlet of Cook's Mills (68 M). A few sandy spots in this vicinity.

Turn short diagonal right leaving village, keeping right on main road at fork (68.4 M) to end of road* (69.6 M*); here jog left and immediately right. Continue through cross-roads (70.2 M) to fork (71 M); now keep to left down bad grade, winding road into hamlet of Webb's Mills (72.6 M).

*If the day is clear the Blue Book recommends a right turn 1-2 mile uphill at this point for a view of wide sweep and surprising interest; return the same way, adding one mile distance. Returning from the view pick up text again where left (at 69.6 M).

Direct through to foot of grade just beyond (72.7 M); here take left, but bear right at next fork (74 M) to foot of Welch's Hill. (Ahead is very steep but comparatively short climb, slippery in wet weather—gasoline supply should be ample, insure reaching the carbureter, and the way ahead ought to be clear.)

Ascend Welch's Hill (74.9 M), continuing direct through first 4-corners (76.4 M) to cross-roads short distance beyond (76.7 M*—easily passed at speed); here (signs) turn 90° right to fork (76.9 M). Now keep left up a second very steep but short pitch (77.7 M) past Poland Summit House (on hill, over to right—78.2 M).

*Welch's Hill cannot very well be avoided, but in case an extra 1.9 miles is preferred to a trifle worse hill just beyond (77.7 M in the preceding paragraph) refer to separate paragraph below.

3-10 mile beyond (78.5 M), turn 90° right, descending steep grades (commanding fine view of Poland Springs House), to end of road at Middle Pond (80.1 M). Turn left, curving right at once along pond; then follow main road past garage (on left), running in front of

81.4 16.7 POLAND SPRING HOUSE GROUNDS. (*To reach the hotel turn 90° left at Mansion House, direct 3-10 mile; return same way. Through trips to Portland without stop run straight ahead.*)

DETOUR OF 19-10 MILES TO AVOID 2ND BAD PITCH: Ascend Welch's Hill—as in the direct route—through first 4-corners (76.4 M) to cross-roads short distance beyond (76.7 M), **RUNNING STRAIGHT AHEAD** along pond with cottages (on left) to pine grove (78.4 M). Here turn right, passing road on right in woods (79.1 M), taking right fork (79.5 M) over sandy road through Poland Corner (80.4 M). Direct on good road, taking left fork (82.1 M) to end of road at edge of Middle Pond (82.3 M); now turn left—direct past garage (on left), running in front of Poland Spring House grounds (83.3 M).

Continuing the trip toward Portland from points west of Poland Springs, run straight ahead through 4-corners

(82.2 M), passing a short distance to the right of Sabbath Day Lake. At 3-corners (85.4 M) keep left, but at fork 4-10 mile beyond (85.8 M) take right, direct through hamlet of Dry Mills (89.1 M) to town of

91.7 10.3 **GRAY**, meeting point for 6 roads.

At end of street turn right, taking next left fork, which becomes the main road through W. Cumberland (96.9 M) and W. Falmouth (101.5 M). Continue straight ahead across RR. (102.6 M) and small bridge (102.7 M), ascending long gradual grade to prominent 4-corners at

104.8 13.1 **ALLEN'S CORNER** (North Deering).

ALLEN'S CORNER TO DOWNTOWN PORTLAND VIA TUKEY'S BRIDGE (same mileage but not quite as good as via Morrill's Corner and Woodford's, next given): Continue nearly straight ahead with trolley, which follow through cross-roads (106.1 M), over Tukey's Bridge (107.1 M) and RR. bridge (107.2 M) into Washington St., Portland. At end of Washington St. (108 M), turn right on Congress St. to Monument Sq., center of Portland (108.6 M).

Allen's Corner into Portland via Morrill's Corner and Woodfords: Turn right (104.8 M), straight ahead on Allen Ave., crossing RR. (105.6 M) to Morrill's Corner on the northern edge of Portland (105.7 M). Here turn left, immediately over RR. into Forest Ave., Portland (avoiding diagonal right fork—Stevens Ave.).

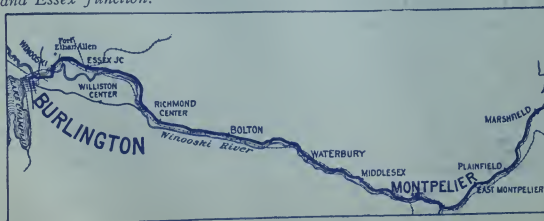
Continue direct over RR. tracks again at Woodfords station (on left—106.8 M), keeping left with Forest Ave. at fork short distance beyond (107 M). Immediately cross RR. tracks, with another crossing 1.1 miles beyond (108.1 M), thence direct on good stone pavement (fall—1907) to intersection of Congress St., center of

108.6 3.8 **PORTLAND**, Congress St. at Forest Ave.

For hotels, garages, city map and various diverging routes, see Maine section, pages 711-713.

BRETTON WOODS TO BURLINGTON, VT.—110 MILES

Via Twin Mountain, Bethlehem and Littleton, N. H., crossing the Connecticut River to Waterford, Vt. Thence across the northern part of the Green Mountain State through St. Johnsbury, Montpelier, Bolton and Essex Junction.



Lack of time and bad weather made it impossible for the Blue Book car to cover this route during its White Mountain trips, late in the fall of 1907. Consequently the directions are fragmentary and need verification: we include it as a general guide for tourists desiring to make the run.

Follow Route No. 1, which see for full running details, through Fabians (1 mile), Twin Mt. House (6 miles), and Bethlehem (14 miles), crossing Ammonoosuc River into main street of

LITTLETON

19 miles from Bretton Woods

Thayers Hotel.

Straight ahead through village, past church (on left) to fountain in fork just beyond; here keep *right*. About 2 miles out turn left and continue direct over bridge across Connecticut River (toll) into Waterford, Vt. (24 miles). Turn left down river to Lower Waterford (27 miles); then right, away from river, on direct road through Gaskill (31 miles). Continue past Stiles Pond (on left), across Moose River and RR., turning left direct across RR. and bridge, entering on Portland St., and Railroad St. into Main St.,

ST. JOHNSBURY

37 miles from Bretton Woods

Out Western Avenue to Fairbank (38 miles), sharp ahead and take first right to Smithville (40 miles), where turn left and direct across RR. through Danville (42½ miles), and recrossing RR. to West Dansville (45 miles). Away from RR. westerly along south side of Joe's Pond, turn sharp left and take first right past Molly's Pond (on left) to East Cabot (48½ miles), where turn right to Cabot (50½ miles).

Turn left and strike Winooski River at Marshfield (55½ miles). Cross river and follow it down on west side through Plainfield (62½ miles) and East Montpelier (65½ miles) to Barre Junction (68½ miles), where turn right direct with trolley to Main St.,

MONTPELIER

70 miles from Bretton Woods

Pavilion Hotel.

Follow C. V. RR. and Winooski River northwest through Middlesex (76 miles), Waterbury; Waterbury Inn (82 miles), Bolton (88 miles), Jonesville (93 miles), and Richmond (Center) (97 miles), keeping on same side of river, crossing RR. tracks at Essex Junction (104 miles). Cross car tracks, and follow trolley past Fort Ethan Allen across RR., entering on East Allen St. to Main St., Winooski.



Turn 90° left to and across iron bridge over the Winooski River into Colchester Ave., Burlington. Bear gradually to right through Colchester Ave. into Pearl St., straight ahead to Church St.; turn 90° left down Church St. to Main St. to City Park.

BURLINGTON

110 miles from Bretton Woods

For hotel, garage, city map and various diverging routes, see Burlington section, page 694.

ROUND TRIP TO DIXVILLE NOTCH, N. H.—170.3 MILES

To Lancaster via Twin Mt. House and Jefferson, extending up the east side of the Connecticut River through Groveton and the Stratfords to Colebrook. Thence east to DIXVILLE NOTCH and Errol, where the turn is made down the Androscoggin Valley through Berlin to Gorham, returning to Bretton Woods via Jackson and Crawford Notch.

Weather conditions favorable, this makes an excellent two or three days' trip from and back to the White Mountains, with an abundance of fine scenery! Roads, while poor in spots, usually average good (especially in northern New Hampshire); while the run through the 13-mile woods between Errol and Chandlers and down the Androscoggin River valley is well worth making.

Hotel accommodations range from fair-to-good at the most likely stopping places upbound or downbound to excellent at Dixville Notch; and ordinary supplies can usually be had at Colebrook and Dixville Notch. Higher prices for gasoline must be paid at a few points, especially when hauled by team from a distant RR. station.

For a greater part of the way extensive repairs cannot be relied upon, though there are clever machinists in many of the smaller towns, whose services and facilities are easily secured. Chances for tire replacements are also meager and extra equipment should invariably be carried. For the run of 42.6 miles between Dixville Notch and Berlin practically nothing in the way of supplies can be purchased en route; and one is entirely off the line of RR. for the 54 miles between Colebrook and Berlin.

FOR THIS SAME ROUTE IN THE OPPOSITE DIRECTION, SEE PAGES 647-653

(Connection from the Mount Washington by direct road across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

o o BRETTON WOODS, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the mountain.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and Fabyan House (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork

HARRIS
(REGISTERED)
OILS

Light — Medium — Heavy.
One of these grades is adapted
to your motor. Investigate.
Sold everywhere.

(3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M), ascending grade to (using care not to pass)

5.4 5.4 TWIN MOUNTAIN HOUSE.

Turn right at hotel, crossing RR. tracks (5.7 M), thence direct to fork (7.4 M); here (leaving Carroll station—Whitefield road to left), keep right, passing branch road on left, 4.1 miles beyond (11.5 M). Continue to end of road (13.8 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—14.2 M).

At junction of 3-roads 7-10 mile beyond (14.9 M) take left (right turn leads to Highlands station, Randolph and Gorham); straight ahead to "T" in road (15.6 M); here turn right, across small bridge (15.7 M). Thence direct (avoiding left fork—17.7 M) to end of road (17.9 M), where turn 90° left past large hotel (on right),

18 12.6 JEFFERSON, The Waumbek.

W. Continue on same road to fork (18.8 M); here (both roads lead to Lancaster), take right—nearly straight ahead through hamlet of Riverton is an optional route, a trifle shorter, but as a bridge was down this way (fall 1907), our mileage covers only the longer route. Taking right fork (18.8 M—sign, "Lancaster 6 1-2 miles"), continue to fork or 3-corners (21.1 M), where keep left, passing branch roads on right (21.4 M & 23.8 M). At fork approaching town (25.4 M—straight ahead goes at once over RR.), turn right on Middle St. over RR. tracks (25.6 M), turning right on Main St., center of

25.8 7.8 LANCASTER, Main & Middle Sts.

ALTERNATE TO LANCASTER VIA WHITEFIELD: As before from Bretton Woods to Twin Mt. House (5.4 M). Turn right at hotel, crossing RR. tracks (5.7 M), thence direct to fork (7.4 M); here (leaving usual route via Jefferson to right) take left, crossing RR. near Carroll station (7.8 M). Continue on same road 3.7 miles, curving sharp right (11.5 M) down steep grade; pass branch road (on right—12.2 M, leading to Hazen station), descending more steep grades (13.3 M) to and across RR. (13.8 M) and iron bridge (13.9 M) to Square, Whitefield (14 M).

CONTINUED TO LANCASTER BY MT. VIEW HOUSE (longer but better way to avoid very steep upgrade direct north from Whitefield village). Coming from the Twin Mt.-Carroll Road to the Square at Whitefield, keep to right along lower side of square, turning right near end of same into Jefferson St. (sign, "Jefferson"). Cross RR. (14.1 M), direct to fork (14.8 M); here take left (right leads to Hazen Jct.), passing branch road (on right—15.7 M) to BUT NOT PAST, branch road on left (17 M).

Turn 90° left, straight ahead past Mountain View House (on right—18.1 M) to end of road (18.5 M), where turn 90° right; thence on the one direct road for 4.5 miles, descending long grade (23.2 M). At fork nearing Lancaster (24.8 M) keep right on main road, winding left (25 M) across small bridge (25.1 M) into center of Lancaster (25.2 M).

Continue up Main St., crossing RR. at Lancaster station (on right—26.2 M) to prominent fork short distance beyond (26.5 M); here (leaving route across the river to Lunenburg, Vt., on left), take right over short stretch of State macadam to fork by Coos Junction station (on right—27.2 M).

At the end of this macadam is a bad but passable sand stretch along the Connecticut River, which may be avoided if desired by taking right fork over RR. at Coos Jct. station, winding up and over Page's Hill and coming back into the river road again at Groveton—a somewhat longer way, advised in dry weather.

Following the river road pass right fork at Coos Jct. to end of macadam (27.7 M—fall 1907); thence direct on sandy road over RR. tracks (28.5 M & 29.3 M). Continue through hamlet of Northumberland (32.2 M), passing covered bridge on left leading to Guildhall, Vt.; again cross RR. (33 M, 33.9 M & 35.2 M) direct to 4-corners just east of iron bridge (35.7 M).

Here (where the alternate route from Coos Jct. station over Page's Hill comes in from the right), turn 90° left across bridge over Ammoonosuc River, taking first right. Straight ahead 1-10 mile only, turning 90° left just before RR. crossing (35.8 M—leaving town of Groveton, N. H., a short distance beyond).

Immediately after this turn cross RR. direct to fork (36.7 M), where keep right on main road with telegraph poles, crossing bridge over RR. (37.9 M); at fork or 3-corners 2.6 miles above (40.5 M), wind right, turning left a short distance beyond (40.8 M) across bridge at Stratford Hollow (40.9 M). Keep immediately to left, shortly winding to right with main road through 4-corners at next hamlet (42.9 M); thence on good dirt road for several miles, passing vast stone fields on right and left.

Descend long winding grade (47.9 M), crossing small concrete bridge (48.8 M) and RR. tracks (49.1 M), coming into North Stratford; at center of town (49.4 M) cross Grand Trunk RR., keeping right at once over Maine Central RR. (49.5 M). Thence direct (avoiding right fork—49.7 M) along M. C. RR. (on left), crossing wood bridge (52.5 M); at end of road just beyond turn left, winding right direct across RR. (53 M & 53.5 M).

Continue on main road across RR. at Columbia Bridge (small) station (58.5 M) and again (58.7 M—dangerous grade); at fork just beyond (58.9 M) keep left—right is optional but longer way into same road above. Straight ahead across small wood bridge (61.3 M), keeping right at fork (61.6 M), same thorofare becoming Main St. to Parsons St. (where turn east is made for Dixville Notch), business center of

62.6 36.8 COLEBROOK, Main & Parsons Sts.

Colebrook House, 2-10 mile farther up Main St.

TIME
SPEED
DISTANCE
DAY OR
NIGHT

See pages
20, 761

**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

The Balsams

Dixville Notch, N. H.

on Lake Gloriette

Dixville Notch is the Western Gateway to the famous Rangeley Lakes, and the most picturesque route thereto from the White Mountains

ROADS EXCELLENT

The Balsams is the only high grade hotel in New Hampshire, north of the White Mountains. *Garage and Supply Depot.*

GLORIETTE TROUT BREAKFASTS.



NEW COLEBROOK HOUSE

Colebrook, N. H.

Gateway to the recreation resorts of Northern New Hampshire, Vermont, Maine and Canada. Excellent roads and delightful scenery. This is a modern house. Rooms en Suite with private bath. Table supplied with vegetables, milk, cream and butter from our own farm and the purest spring water.

GARAGE ON PREMISES

Everything for the Autoist's Comfort



Turn 90° right on Parsons St., which keep nearly direct east over iron bridge (62.8 M); thence on main road—good in dry weather, a few spots very muddy in wet weather—following the general course of the Mohawk River. Pass branch road (on left—64 M), avoiding right fork downhill (65.3 M) and left fork uphill (65.5 M) to next fork (66.7 M).

Take left, passing branch road (on right, 67.2 M, leading across bridge); thence direct over iron bridge (67.8 M) to fork at hamlet of Kidderville (69.3 M). Keep to right, straight ahead past right fork (71 M) and across wood bridge (71.3 M)—fine views of the mountains; thence along rocky, tree-lined ravine, taking left (uphill) at fork (72.3 M) to

73 10.4 DIXVILLE NOTCH, The Balsams, garage in connection.

RETURN TRIP, DIXVILLE NOTCH TO BRETTON WOODS VIA ERROL AND THE ANDROSCOGGIN VALLEY, BERLIN, GORHAM, JACKSON AND CRAWFORD NOTCH

(For the return trip, Dixville Notch to Bretton Woods in the opposite direction, see the return portion of the next route. page 64C.)

MILEAGES
Total Intermediate

o o DIXVILLE NOTCH, hotel or garage.

Take the road around the lower side of Lake Gloriette (road also on other side, but not so much used), keeping

to left all way around the lake, crossing small bridge (4-10 M). A short distance beyond (6-10 M) ascend to height of Notch (8-10 M), immediately descending (caution) long winding grade through woods; thence straight ahead on main road—direct and plain for several miles.

Cross iron bridge (4.4 M), slowing down for unprotected wood bridge (11.2 M); thence over stretch of fine gravel into Errol (hotel on right at junction of two roads—12.1 M). [From this point connection is made, if desired, for the Rangeley Lake District, detail running directions for which have not yet been compiled.]

12.1 12.1 **ERROL, Umbagog House.**

Turn 90° right, straight ahead through covered bridge (12.2 M); from this point begins the run through the "13-mile woods," direct and unmistakable all the way but 12 1-2 miles without sight of a house. The road follows the Androscoggin Valley all the way and is good except in very wet weather; the woods are left at Chandlers Hotel (on right—25.1 M).

Thence direct on main road across wood bridge (27.1 M) and past road-house (on right—28.3 M) into Milan (34.4 M); continue through town on stretch of excellent road, extending most of way to Berlin. Pass road on left (40.7 M—with bridge across river), same thorofare becoming Main St., Berlin; at fork entering town (42.1 M) bear left with Main St., direct to square, center of

42.6 30.5 **BERLIN, City Garage, Mason St.**

Several dangerous Interurban trolley crossings on the first 3 miles out of Berlin.

Direct through town across Grand Trunk RR. (42.7 M)—dangerous trolley crossings (43.1 M, 43.5 M & two close together at 44.2 M); curve sharp right (44.3 M) over trolleys again (45 M) following main road under Grand Trunk RR. trestle (47.5 M). Bear left, coming into the Gorham-Randolph road (47.8 M); thence direct across wood bridge (47.9 M) to iron watering trough, center of

48.9 6.3 **GORHAM, Mt. Madison House (on left, 1-10 M beyond).**

Straight ahead to branch road on right (49.1 M); here—

THE CITY GARAGE

MASON STREET

BERLIN, N. H.

STORAGE, REPAIRS AND SUPPLIES

Autos to Let or For Sale

leaving road along the Androscoggin Valley straight ahead—turn 90° right, running over Grand Trunk RR. tracks (49.2 M). At fork just beyond (49.3 M) keep right (nearly straight ahead), crossing wood bridges (50.1 M & 50.3 M) and iron bridge (51 M); thence on main road to Glen Cottage (on left—57.2 M).

This place (small hotel and large barns on left), is the starting point for the only highway up Mt. Washington—the course used for the "Climb to the Clouds," 1904 and 1905. Automobiles are not ordinarily allowed on this road, but a change in that respect is anticipated for the reasonably near future.

Pass toll-gate (on right—57.3 M), descending very steep grades (61.4 M); thence direct on main road, curving right over iron bridge (64.6 M). Pass branch road on right (69.7 M—a trifle shorter but less used road); 3-10 mile beyond turn left in front of hotel at

70 21.1 **JACKSON, Wentworth Hall (on left); Gray's Inn, across bridge.**

Turn 90° right across small iron bridge (70.1 M), thence on main road south through covered bridge (70.7 M), curving sharp left (71.8 M), immediately through another covered bridge. At fork (73 M), take right [unless going to Intervale or points below, in which case run straight ahead to end of road, then turn left].

Intersecting the Intervale-Crawford Notch-Bretton Woods Road (73.1 M) turn right, straight ahead through 4-corners at Glen Station (73.2 M). Continue through covered bridge (73.3 M); cross branch RR. (73.9 M), keeping left on main road at fork just beyond (74 M).

Curve left to cross unprotected wood bridge (74.3 M); at fork (74.9 M) keep left through covered bridge (75.1 M), direct to right curve across RR. (77.4 M). Immediately swing left along tracks onto level stretch of excellent gravel; slow down approaching 4-corners at Bartlett (iron watering trough, on right—79.3 M),

The several RR. crossings between this point and Bemis station (85.4 M) are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service.

Direct on main road across RR. (79.6 M), keeping right at fork immediately beyond into woods (80.5 M)—caution for downbound vehicles at sharp curves between river and large rocks (81.3 M & 81.4 M). Cross unprotected wood bridge (82.1 M) and RR. (82.6 M & 82.9 M), running over iron bridge (83.1 M); again cross RR. (83.3 M & 84.4 M)—also at Bemis station (85.4 M). Continue direct, using care at unprotected wood bridges (86.2 M, 86.9 M, 87.7 M, 88.2 M, 89.1 M and 90 M), passing

91.2 21.2 **SITE OF WILLEY HOUSE.** (*Sign in open space on left.*)

New piece of road to ease the following ascent will probably be ready for use during the summer 1908. North-and-westbound tourists watch—on right—for same at the beginning of the steeper inclines. When completed special sign will undoubtedly be erected.

Straight ahead through woods along Saco River (Mt. Webster on right—Mt. Willey on left), meeting upgrades into Crawford Notch (91.9 M)—gradual rises 1st for 1 1-2 miles. Then up very steep grades (93.5 M) with sharp curves along deep ravine and especially difficult bridge to cross at bad angle about half way of ascent; reaching top of grades, run straight ahead between RR. station (on left) and small lake (on right) to

94 2.8 CRAWFORD HOUSE (Hotel), garage in connection.

Continue direct—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected bridge (95.9 M), running closer along the Ammonoosuc River to "T" in road just before the RR. station.

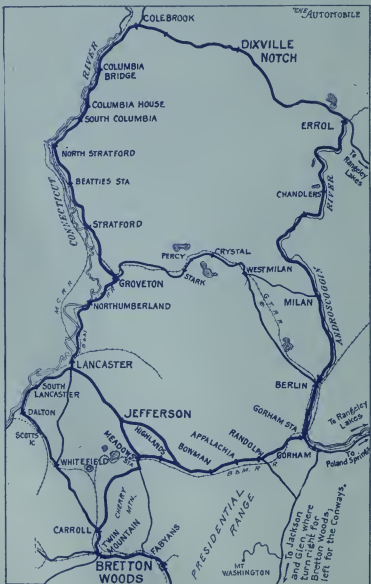
97.3 3.3 BRETTON WOODS, Mount Pleasant House, to left of RR. station.

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° right just below the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

NOTE ON MAP

This map shows in their proper geographical relation the principal towns passed through in the two round trips between the White Mountains and Dixville Notch. These circuits (Routes Nos. 7 and 8 in this section), traverse the valleys of the Connecticut and Androscoggin rivers in opposite directions, connected across by Dixville Notch, only a short distance below the Canadian line.

Between Colebrook and Berlin these routes are entirely off all railway lines, and the run from Errol to Chlanders, or vice versa, is through an unbroken wilderness. Roads over these circuits are mostly dirt but they average good, and the trip either way is one of the most interesting in northern New England.



Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

ROUND TRIP TO DIXVILLE NOTCH, N. H.—170.3 MILES

Via Crawford Notch and Jackson to Gorham, extended up the Androscoggin Valley through Berlin and Milan to Errol. Thence west to DIXVILLE NOTCH and Colebrook, where the turn is made down the east side of the Connecticut River through the Stratfords and Groveton to Lancaster, Jefferson, Twin Mt. House and Bretton Woods.

SEE INTRODUCTORY PARAGRAPHS TO THE PRECEDING ROUTE (THE SAME ROUND TRIP IN THE OPPOSITE DIRECTION), PAGE 640.

(Connection from the Mount Washington by direct road across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

o o **BRETTON WOODS, RR. station.**

Start southeast on main road along the Ammonoosuc Valley, sign (on left), "Crawford's 3 1-2 miles"—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected iron bridge (1.4 M), reaching—on the right, as the roadway widens—

3.3 3.3 **CRAWFORD HOUSE, garage in connection.**

New piece of road to ease the descent of Crawford Notch (1-2 mile beyond) will probably be ready for use during summer 1908; south-and-east bound tourists watch—on left—for same after leaving Crawford House. When completed special sign will undoubtedly be erected.

Straight ahead between RR. station (on right) and small lake (on left) through woods and past rocks into Crawford Notch (3.8 M)—very steep downgrades with sharp curves along deep ravine, and especially difficult bridge to cross at bad angle about half-way of descent. Continue on main road, more winding downgrades along Saco River (Mt. Webster on left—Mt. Willey on right), mostly woodland, passing

6.1 2.8 **SITE OF WILLEY HOUSE.** (Sign in open space on right.)

The several RR. crossings between this point and Glen Station (24.1 M) are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service.

Direct (unprotected wood bridges, 7.3 M, 8.2 M, 9.1 M, 9.6 M, 10.4 M & 11.1 M), over RR. tracks at Bemis station (11.9 M)—two more RR. crossings (12.9 M & 14 M). Continue over iron bridge (14.2 M), crossing RR. again (14.4 M & 14.7 M) and another unprotected wood bridge (15.2 M)—caution for upbound vehicles at sharp curves between river and large rocks (15.9 M, & 16 M).

Continue on main road across RR. (17.7 M), straight ahead through 4-corners at Bartlett (iron watering trough, on left—18 M) onto level stretch of excellent gravel. Slow down for right curve over RR. (19.9 M), thence direct to fork (22.2 M); bear left through covered bridge (22.4 M), and across unprotected iron bridge (23 M), with short right curve immediately beyond.

Cross branch RR. track (23.4 M) direct through another covered bridge (24 M) and through 4-corners at Glen Station (24.1 M). Just beyond (24.2 M—sign "Jackson"), turn left—road to Intervale, Conway, etc., continues straight ahead—through covered bridge (25.5 M) direct 1.1 mile to next fork (26.6 M).

Here take right (left is a trifle shorter but less used road) immediately through another covered bridge. Pass **Gray's Inn** (on right—27 M), turning left across small iron bridge (27.2 M) and again left in front of hotel at

27.3 21.2 JACKSON, Wentworth Hall.

Curve right leaving hotel, thence direct on main-traveled road, bearing left across wood bridge (32.7 M); 3 miles beyond ascend long and very steep grades. Pass toll-gate (on left—40 M), coming at once to small hotel and large barns (on right) at Glen Cottage (40.1 M).

This is the starting point for the only highway up Mt. Washington—the course used for the "Climb to the Clouds," 1904 and 1905. Automobiles are not ordinarily allowed on this road, but a change in that respect is anticipated for the reasonably near future.

Continue on main road passing left fork (42.6 M—short but poor road to Randolph), crossing iron bridge (46.3 M) and wood bridges (47 M & 47.2 M). Direct over RR. tracks (48.1 M) to intersection of the main street of Gorham just beyond (48.2 M); here turn 90° left, past the **Mt. Madison House** (on right—48.3 M) to iron watering trough, center of

48.4 21.1 GORHAM. (*Road to Randolph, Jefferson, Twin Mt. House, etc., runs straight ahead, leaving this route 1.1 miles out.*)

Several dangerous interurban trolley crossings on last 3 miles into Berlin.

Picking up trolley at this point, follow tracks straight ahead through town and across wood bridge (49.4 M); at fork just beyond (49.5 M), keep right with trolley, shortly passing under Grand Trunk RR. trestle (49.8 M). Thence direct over dangerous trolley crossing (52.3 M) with sharp left curve (53 M) over same tracks again (2 close together—53.1 M); two more bad trolley crossings (53.8 M & 54.2 M) and Grand Trunk RR. tracks (54.6 M) to Square, center of

54.7 6.3 BERLIN, City Garage, Mason St.

Direct through on Main St. past road on right (56.6 M—with bridge across river), same thorofare becoming stretch of excellent road extending most of way to Milan (62.9 M). Continue past road-house (on left—69 M), crossing wood bridge (70.2 M), thence straight ahead past Chandler's Hotel (on left—72.2 M).

From this point begins the run through the "13-mile woods," direct and unmistakable all the way, but 12 1-2 miles without sight of a house. The road follows the

Androscoggin Valley all the way and is good except in very wet weather; the woods are left in running through covered bridge (85.1 M) to end of road at

85.2 30.5 **ERROL**, Umbagog House.

From this point connection is made, if desired, for the Rangeley Lake District, detail running directions for which have not yet been compiled.

Turn 90° left on fine gravel stretch—slowing down for unprotected wood bridge (86.1 M); thence on direct road for several miles, crossing iron bridge (92.9 M). 2 1-2 miles beyond (95.4 M), begin long winding ascent, gaining height of Notch (96.5 M); descend shorter grade of western slope, taking left at fork (96.9 M) around the lower side of Lake Gloriette, gradually curving right to hotel,

97.3 12.1 **DIXVILLE NOTCH**. The Balsams, garage in connection.

RETURN TRIP, DIXVILLE NOTCH TO BRETTON WOODS VIA COLEBROOK AND THE CONNECTICUT RIVER VALLEY, THE STRATFORDS, GROVETON, LANCASTER AND JEFFERSON

(For the return trip, Dixville Notch to Bretton Woods in the opposite direction, see the return portion of the preceding route, page 643.)

MILEAGES
Total Intermediate

o o **DIXVILLE NOTCH**, hotel or garage.

Start nearly west on main road—fine views of the mountains! keeping left (downgrade) at first fork (6-10 M), through tree-lined ravine; at next fork (1.1 M) bear right, crossing wood bridge (1.7 M). Thence direct through hamlet of Kidderville (3.7 M), crossing iron bridge (5.2 M); 6-10 mile beyond (5.8 M) pass branch road on left leading over bridge, shortly coming along the Mohawk River.

Continue on main road—good in dry weather, a few spots very muddy in wet weather—direct to fork at eastern edge of Colebrook (10 M). Here take left into Parsons St., crossing iron bridge (10.2 M) to intersection of Main St., business center of

10.4 10.4 **COLEBROOK**, Main & Parsons St.

Colebrook House, 2-10 mile to right on Main St.

Turn 90° left down Main St., which becomes the main road down the Connecticut River Valley; cross small wood bridge (11.7 M), keeping right at fork (13.3 M—left is longer way into same road below). **Caution** for dangerous RR. crossing (14.3 M), running over tracks again at Columbia Bridge (small) station (14.5 M); thence direct south on main road over RR. (19.5 M & 20 M).

At fork or "T" in road (20.5 M) turn right immediately over iron bridge, following general course of Maine Central RR. rest of way into North Stratford. Cross M. C. tracks (23.5 M), bearing left at center of town over Grand Trunk RR. (23.6 M); a short distance below (23.9 M) again cross RR. and small concrete bridge (24.2 M).

Ascend long winding grade (25.1 M); thence on narrow but good dirt road for several miles, passing vast stone fields on right and left. Run straight ahead through small hamlet (30.1 M), winding left to village of Stratford Hollow; at head of street leading to bridge (32.1 M) turn right across bridge (32.2 M), turning first right beyond.

At fork 3-10 mile below (32.5 M), keep left on main road direct over RR. bridge (35.1 M), avoiding right fork just below (35.2 M). Thence on main road, crossing RR. tracks (37.2 M) to end of road immediately beyond; here (on through trips without stop), turn right—**leaving village of Groveton a short distance to left, above.**

Curve left almost at once over iron bridge (Ammonoosuc River) to 4-corners just east of same (37.3 M); below—on the direct road—is a bad but passable sand stretch along the Connecticut River. This may be avoided if desired by running straight ahead from these 4-corners, shortly winding to right over Page's Hill, coming back into the river road again at Coos Jct. station, a short distance above Lancaster.

The detour referred to in the preceding sentence is advised in very dry weather—otherwise the direct river road—on which the mileage is based.

Turn 90° right at 4-corners (37.3 M), crossing RR. (37.8 M, 39.1 M and 40 M); shortly pass road on right leading across the Connecticut River to Guildhall, Vt., entering hamlet of Northumberland (40.8 M). Cross RR. at station, direct over sandy stretch, with two more RR. crossings before striking macadam (45.3 M—fall 1907).

Continue past Coos Jct. station (on left—45.8 M—where the longer way via Page's Hill comes into this route), meeting N. Main St., Lancaster (46.5 M). Bear left, crossing RR. at station (on left—46.8 M) to Middle St. (just before bridge), center of

47.2 36.8 LANCASTER, Main & Middle Sts.

This run continued direct to Bretton Woods, connecting there for all points east and southeast of the White Mts. For the most-used intermediate connections, (1) Lancaster to Whitefield (extended to Littleton), (2) Twin Mt. House to Bethlehem, (3) Twin Mt. House to Profile House, and (4) Jefferson to Jefferson Highlands, Randolph and Gorham (for Jackson or Intervale), see separate paragraphs at end of this route.

From Lancaster to Jefferson are two routes—the one described with full distances herewith; and the other through hamlet of Riverton. The latter is a trifle shorter, but as a bridge was down this way (fall 1907), the Blue Book car covered only the longer route.

Turn 90° left (just before bridge) on Middle St., crossing RR. (47.4 M); a short distance beyond (47.6 M) turn left past branch roads on left (49.2 M & 51.6 M) to fork or 3-corners (51.9 M). Here take right, meeting the Lancaster-Riverton-Jefferson road (54.2 M); turn left, direct 8-10 mile to hotel (on left),

55 7.8 JEFFERSON, The Waumbek.

Turn first right beyond hotel (55.1 M—straight ahead leads to Randolph and Gorham); thence direct 2.2 miles, crossing small bridge (57.3 M) to end of road just beyond (57.4 M). Turn 90° left to prominent fork (58.1 M), where take right (straight ahead leads to Highlands station), crossing RR. at Cherry Mt. station (on right—58.8 M) to "T" in road 4-10 mile beyond (59.2 M).

Turn 90° right (straight-ahead is shorter but dangerous way over Cherry Mt.), direct past fork or 3-corners (on right—61.5 M). Thence direct to fork of 3 roads 4.1 miles beyond (65.6 M); here (meeting the Whitefield-Carroll station-Twin Mt. road) run nearly straight ahead, crossing RR. (67.3 M) to

67.6 12.6 TWIN MOUNTAIN HOUSE.

The several RR. crossings between this point and Bretton Woods are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met in these 5.4 miles than anywhere else in the Mountains.

Turn sharp left at east end of hotel, downgrade across RR. tracks (67.9 M); at fork immediately beyond keep left over RR. again (68.6 M & 69.3 M). Continue on main valley road to fork (70.8 M), where take left (more grade crossings, 71.3 M, 71.5 M & 71.8 M), past depot (on left) and Fabyan House (on right—72.2 M). Straight ahead over iron bridge (72.3 M) and across RR. again (72.5 M), running alongside RR. station (on left), at

73 5.4 BRETTON WOODS, Mount Pleasant House, on right.

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° left just beyond the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

INTERMEDIATE CONNECTING ROUTE (1) LANCASTER TO WHITEFIELD— 8.6 MILES

MILEAGES
Total Intermediate

(Distances reckoned locally from Lancaster.)

0 0 LANCASTER, center of town near bridge.

Start nearly south, crossing bridge (1-10 M); at fork immediately beyond continue straight ahead (avoiding right fork—for Waterford, and left fork—optional to Jefferson). Thence direct, ascending long grade (2 M); at school in fork (2.9 M) keep right to "T" in road (6.7 M—dividing point for two routes into Whitefield.)

If desired to avoid very steep downgrade, turn left at this point (6.7 M), passing Mt. View House (on left—7.1 M) to end of road (8.2 M); here turn 90° right, direct on main-traveled road, crossing RR. (11.1 M) on Jefferson St. to Square, center of Whitefield (11.2 M—2.6 miles longer this way).

FOR WHITEFIELD DIRECT (down very steep grade, but otherwise good): Continue straight ahead (6.7 M—leaving road past Mt. View House on left). Descend grades—fine views!—past reservoir (on right—7.7 M); then more downgrades, crossing RR. to Square, center of

8.6 8.6 **WHITEFIELD.** (*Diverging point for local routes to Littleton, Twin Mt. House, etc.*)

WHITEFIELD TO LITTLETON (short-cut on trips to points east or south of Littleton): From Square start nearly south across bridge and RR. (1-10 M), keeping **RIGHT** at fork immediately beyond up steep grade; thence up and down grades past branch road on left (1.1 M) and past Forest Lake (on right—2 M). At fork (3.7 M—where left connects to Bethlehem), keep right on main road, crossing RR. (4.3 M); direct past branch road on left (5.1 M—leading to Wing Road station).

Cross RR. (5.5 M), descending grade to another bad crossing (6.1 M); again cross RR. (6.6 M), running along road covered with sawdust from sawmills. Straight ahead over RR. tracks again (7.8 M), keeping straight ahead uphill at fork (9.6 M), same thorofare becoming fine macadam; direct, avoiding left fork (10.5 M) to intersection at oblique angle with the main street of Littleton (11 miles).

INTERMEDIATE CONNECTING ROUTE (2) TWIN MT. HOUSE TO BETHLEHEM —8.2 MILES

MILEAGES
Total Intermediate (*Distances reckoned locally from Twin Mt. House.*)

o o **TWIN MT. HOUSE**, southbound from Jefferson or Whitefield.

Turn 90° right on main road (fine views of mountains on right and left!), gradually ascending ridge on northern edge of valley; caution for steep downgrades (4.7 M), with double-track grade crossing short distance beyond (4.9 M). Immediately after passing Bethlehem Jct. station (on right—5 M), turn left across small iron bridge (5.1 M), bearing right over single RR. track (5.2 M). Thence up long steep grade past **The Maplewood** (on left—6.9 M) into the village of

8.2 8.2 **BETHLEHEM**, Sinclair House.

INTERMEDIATE CONNECTING ROUTE (3) TWIN MT. HOUSE TO PROFILE HOUSE—13.4 MILES

MILEAGES
Total Intermediate (*Distances reckoned locally from Twin Mt. House.*)

o o **TWIN MT. HOUSE**, south bound from Jefferson or Whitefield

Turn diagonally right in front of hotel, downgrade over bridge across the Ammonoosuc River (1-10 M); just beyond cross RR. tracks at Twin Mt. station (2-10 M), following new road (usually good throughout, but occasional mud-holes in wet weather). Direct over two wood bridges (1.5 M) and across iron bridge (Gale River—5.6 M); 1 7-10 miles beyond (7.3 M) again cross RR., thence on main road past Golf Links (clubhouse on right—10 M), running along Echo Lake (on left—12.4 M) to

13.4 13.4 **PROFILE HOUSE** (Hotel), garage in connection.

INTERMEDIATE CONNECTING ROUTE (4) JEFFERSON TO JEFFERSON HIGH- LANDS, RANDOLPH AND GORHAM (FOR JACKSON OR INTERVALE)

MILEAGES
Total Intermediate (*Distances reckoned locally from Jefferson.*)

o o **JEFFERSON**, at the Waumbek.

Run nearly east on main road (passing first right-hand road, 1-10 M—for Cherry Mt. Station and Twin Mt. House); pass branch road (on right—3.4 M. for Highlands station),

direct through Jefferson Highlands (Ethan Allen Crawford's on left—4.8 M). Meeting road from Highlands Station (from right—6.8 M), run nearly straight ahead past Bowman RR. station (on right—7.8 M).

Continue through Randolph (10.8 M), passing right fork (11.9 M—short but poor road to Glen Cottage); shortly descend steep grades (14.3 M), crossing RR. (14.6 M). Thence direct past Gorham station B. & M. RR. (on left—15.4 M), crossing Grand Trunk RR. tracks (16.2 M); meeting the Berlin-Gorham road just beyond (16.3 M), follow trolleys on same over small bridge (16.4 M) to iron watering trough, center of

17.4 17.4 GORHAM, Mt. Madison House (on left 1-10 M beyond).

EXTENSION ROUTE, GORHAM TO JACKSON, GLEN STATION AND INTERVALE (distances reckoned locally from center of Gorham): Straight ahead to branch road on right (2-10 M); here—leaving road along the Androscoggin Valley straight ahead—turn 90° right, running over Grand Trunk RR. tracks (3-10 M). At fork just beyond (4-10 M) keep right (nearly straight ahead), crossing wood bridges (1.2 M & 1.4 M) and iron bridge (2.1 M); thence on main road to Glen Cottage (on left—8.3 M).

This is the starting point for the only highway up Mt. Washington—the course used for the "Climb to the Clouds," 1904 and 1905. Automobiles are not ordinarily allowed on this road, but a change in that respect is anticipated for the reasonably near future.

Pass toll-gate (on right—8.4 M), descending very steep grades (12.5 M); thence direct on main road, curving right over iron bridge (15.7 M). Pass branch road on right (20.8 M—a trifle shorter but less used road); 3-10 mile beyond turn left in front of hotel, JACKSON (21.1 M); WENTWORTH HALL (on left); GRAY'S INN, across bridge.

Turn 90° right across small iron bridge (21.2 M), thence on main road south through covered bridge (21.8 M), curving sharp left (22.9 M), immediately through another covered bridge. At fork (24.1 M), run straight ahead—unless going to Crawford Notch or Bretton Woods, in which case take right—to end of road (24.2 M).

Intersecting the Bretton Woods-Crawford Notch-Intervale Road at this point, turn left—now on the direct road to Intervale and points south or southeast of the White Mountain. 1 1-2 miles beyond (25.7 M) bear right on excellent gravel; cross iron bridge at lower Bartlett (26.1 M) and RR. (28 M) to Intervale (28.1 M); INTERVALE HOUSE, garage in connection.

The **WHITE** The
Incomparable Car for Service

ONLY PERFECT SCORE IN QUAKER CITY REGULARITY RUN

In the Regularity Run of the Quaker City Motor Club held July 30th, 1907, the single White entry, a Model "H," was the only one of the 45 starters which made a perfect score.

BRETTON WOODS TO RANGELEY, ME.—125 MILES

Choice of two routes to Gorham, thence along the Androscoggin River through Gilead, Newry, Rumford Falls and Dixfield. Continued northward to Rangeley Lakes via Weld and either past or through Phillips.

Tourists making this run have, at the start, a choice of two routes—either way around the Presidential Range to Gorham, of which the Blue Book gives here in full the shorter one via Twin Mt. House and Cherry Mt. station. For the longer way via Crawford Notch, Glen station, Jackson and Glen Cottage, see the first part of the "Round Trip to Dixville Notch," pages 647-648. Distance to Gorham via Twin Mt. House and Cherry Mt. station 31.4 miles; via Crawford Notch, Glen Station, Jackson and Glen Cottage 48.4 miles—a difference of 17 miles.

(Connection from the Mount Washington by direct road across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

o o BRETTON WOODS, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the mountain.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and **Fabyan House** (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M. 4.4 M & 5.1 M), ascending grade to (using care not to pass)

5.4 5.4 TWIN MOUNTAIN HOUSE.



Map of the White Mountains-Rangeley Lake route, with connections with same from both sides of the Presidential Range.

Turn right at hotel, crossing RR. tracks (5.7 M), thence direct to fork (7.4 M); here (leaving Carroll station—Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (11.5 M). Continue to end of road (13.8 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—14.2 M).

At junction of 3-roads 7-10 mile beyond (14.9 M) turn right (left leads to Jefferson), crossing RR. (15.1 M); thence straight ahead on narrow but good dirt road past branch road on left (16.7 M—leading to Jefferson Highlands) and past Highlands station (on right short distance beyond). Pass South Branch Jct. station (on right—19.4 M), crossing wood bridge (20.1 M); meeting the Jefferson-Randolph-Gorham road (at hotel in fork—20.8 M), run nearly straight ahead past Bowman (small) RR. station (on right—21.8 M).

Continue through Randolph (24.8 M), passing right fork (25.9 M—short but poor road to Glen Cottage); shortly descend steep grades (28.3 M), crossing RR. (28.6 M). Thence direct past Gorham station B. & M. RR. (on left—29.4 M), crossing Grand Trunk RR. tracks (30.2 M); meeting the Berlin-Gorham road just beyond (30.3 M), follow same over small bridge (30.4 M) to iron watering trough, center of

31.4 26

GORHAM, Mt. Madison House (on left, 1-10 M beyond).

Straight ahead past branch road (on right—31.6 M, connection to and from Jackson and Glen station), crossing iron bridge (32 M) and RR. (32.2 M); thence direct along the Androscoggin River, which is followed all way to Bethel. Pass fine estate (on left—36.9 M), crossing RR. (37.3 M) into Shelburne (37.4 M); at fork leaving town (37.5 M) keep left on main road, passing stone marking N. H.-Maine state line (40.7 M).

Curve left through covered bridge (42.9 M), to Gilead station (on left—43.4 M); **from this point to the end of the run directions are general and distances approximate only.**

Turn left in village across Suspension Bridge over the Androscoggin River and right immediately beyond—now on the upper side, followed for next 28½ miles. Continue on main road, making downward bend with river at fork (where right would cross stream again into Bethel) keep left, direct through covered bridge into Newry (54½ miles).

Bear to right, leaving village, over another bridge, following upper side of river, avoiding all cross-roads, through Rumford Point (61½ miles) to Rumford Falls (72 miles). Keep left—without crossing river—straight ahead to sharp right turn, crossing RR. at grade about ten rods beyond into Mexico (73½ miles). Cross small bridge (over Swift River), bearing right at P. O. and direct across another small bridge into
DIXFIELD

78 miles from Bretton Woods

Turn left—north; after passing across bridge over small brook, at fork beyond, keep right and at next fork right, following main road with

many turns, running along the eastern shore of Webbs Pond to Weld (91 miles). Inquire for best road out of village toward Phillips; at fork 12½ miles from Weld, sign "Phillips 1½ miles," turn left.

The village of Phillips is not touched on quick through trips, but in case of need for gasoline or supplies, this is probably the best place in the immediate locality.

Bear left from fork 1½ miles west of Phillips, following main highway with numerous turns and many cross-roads. Pass along pond (on left) to lower east side of Rangeley Lake—straight ahead to

RANGELEY LAKE HOUSE

125 miles from Bretton Woods

ROUND TRIP TO POLAND SPRINGS, ME.—173.9 MILES

Via Crawford Notch and Intervale, N. H., Fryeberg, Bridgeton and Naples, Me., to Poland Springs; returning via Norway and Bethel, Me., Gorham and Twin Mountain, N. H. Map of route complete, pages 658-659.

FOR EXACTLY THE SAME TRIP, BUT IN THE OPPOSITE DIRECTION, SEE MAINE SECTION, PAGES 717-724.

This and the corresponding round trip (to Bretton Woods from Poland Springs) make excellent two days' runs; and will be found especially adapted for use by tourists planning a short visit to either of these resorts during a temporary sojourn at the other. In making the circuits two widely different natural routes are used, as the map shows; and the variety of scenery is surprising.

Roads average fair-to-good for mountainous districts, but after heavy rains some hard traveling should be expected along the lakes and rivers on either the upper or lower circuit. Grades, though numerous, do not AVERAGE steep enough to worry the driver of a car in good touring condition; but there are two or three short, steep pitches between Naples and Poland Springs that should be known of in advance and carefully taken—either up or down

(Connection from the Mount Washington by direct road across the Ammonoosuc Valley—6-10 mile.)

MILEAGES
Total Intermediate

0 0 **BRETTON WOODS, R.R. station.**

Start southeast on main road along the Ammonoosuc Valley, sign (on left), "Crawford's 3½ miles"—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected iron bridge (1.4 M). reaching—on the right, as the roadway unexpectedly widens—

3-3 3-3 CRAWFORD HOUSE (Hotel), garage in connection.

New piece of road to ease the descent of Crawford Notch (½ mile beyond) will probably be ready for use during summer 1908; south-and-east bound tourists watch—on left—for same after leaving Crawford House. When completed special sign will undoubtedly be erected.



For Gasoline motors. Known as Light — Medium — Heavy. All dealers will carry. Insist on having.



POLAND SPRING HOUSE

Open June 1st to October 15th, 1908

POLAND SPRING

Located 26 Miles North of
PORTLAND, MAINE

ON THE IDEAL TOUR ROUTE TO
MT. WASHINGTON



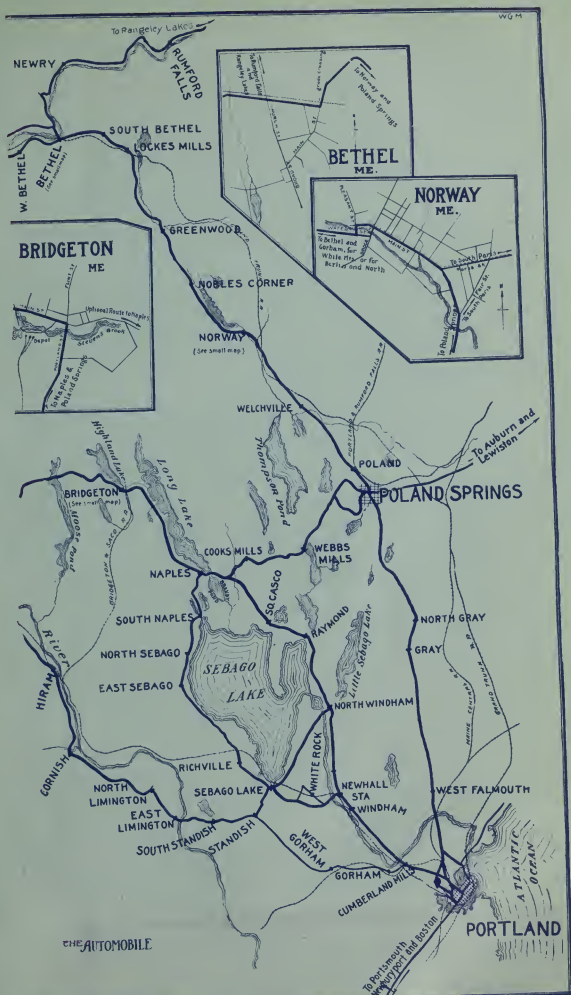
MANSION HOUSE

Open all the Year

HIRAM RICKER & SONS
PROPRIETORS

SOUTH POLAND, MAINE





LAND, ME., WITH LOCAL DIAGRAMS OF BRIDGETON, NORWAY AND BETHEL, ME., AND THE PRINCIPAL WHITE MOUNTAIN RESORTS WEST OR NORTH OF BRETTON WOODS.

Straight ahead between RR. station (on right) and small lake (on left) through woods and past rocks into Crawford Notch (3.8 M)—very steep downgrades with sharp curves along deep ravine, and especially difficult bridge to cross at bad angle about half-way of descent. Continue on main road, more winding downgrades along Saco River (Mt. Webster on left—Mt. Willey on right), mostly woodland, passing

6.1 2.8 SITE OF WILLEY HOUSE. (Sign in open space on right).

The several RR. crossings mentioned between this point and Intervale (28.1 M) are **ALL AT GRADE AND DANGEROUS**, particularly during the frequent summer train service

Direct (unprotected wood bridges, 7.3 M, 8.2 M, 9.1 M, 9.6 M, 10.4 M & 11.1 M), over RR. tracks at Bemis station (11.9 M)—two more RR. crossings (12.9 M & 14 M). Continue over iron bridge (14.2 M), crossing RR. again (14.4 M & 14.7 M) and another unprotected wood bridge (15.2 M) —caution for up-bound vehicles at sharp curves between river and large rocks (15.9 M & 16 M).

Continue on main road across RR. (17.7 M), straight ahead through 4-corners at Bartlett (iron watering trough, on left—18 M) onto level stretch of excellent gravel. Slow down for right curve over RR. (19.9 M), thence direct to fork (22.2 M); bear left through covered bridge (22.4 M), and across unprotected iron bridge (23 M), with short right curve immediately beyond.

Cross branch RR. track (23.4 M) direct through another covered bridge (24 M) and through 4-corners at Glen Station (24.1 M). Pass road leading to Jackson (on left—24.2 M), bearing right (25.7 M) on excellent gravel; cross iron bridge at lower Bartlett (26.1 M) and RR. (28 M) to

28.1 22 INTERVALE. Intervale House. Garage in connection.

Direct, upgrade through woods across RR. (29.7 M) into North Conway (30 M), running straight ahead through town to prominent fork (32.6 M); here (where right leads to Conway, for Ossipee, Rochester, Dover and Portsmouth), take left. Continue on main road through 4-corners, hamlet of Redstone (33.2 M) to fork with stone signpost (34.1 M).

For Fryeburg via East Conway (a trifle longer): take left, crossing RR. just beyond, thence on main road to East Conway, N. H. (39.2 M). At drinking fountain turn right, crossing covered bridge over Saco River to end of street; then turn left into the center of Fryeburg, Me. (40.8 M).

**The Warner
Auto-
Meter**

**The ONLY SPEED INDICATOR
THAT DOES NOT BECOME
INACCURATE WITH WEAR.**

See pages 20, 761

Warner Instrument Co., Beloit, Wis.



For Fryeburg via Center Conway: Keep to right of stone signpost, straight ahead through covered bridge over Saco River (34.5 M) to end of road (34.8 M); here turn left, winding right immediately beyond to fork Center Conway, N. H. (34.9 M). Keep left (nearly straight ahead) through village, across RR. (36.1 M & 37.5 M), same road becoming the main street in

40.6 12.5 FRYEBURG, ME., Monument at village center.

Direct through to stone signpost at further end of town (41 M); here turn 90° right past cemetery (on right), bearing left at fork (41.2 M) past "Jockey Cap"—large rock over to left. Continue on main road—sandy in spots—through covered bridge (43.7 M), bearing left (45.1 M) into East Fryeburg (46.5 M).

Straight ahead—more sand in spots—bearing somewhat to right (48.2 M) to and across long causeway over Moose Pond (50.3 M). Continue on main road to end of same (53.8 M); here turn right to irregular 4-corners at small park, entering

55.6 15 BRIDGETON, Bridgeton House.

Turn left into Main St.—downhill, curving right (55.7 M midway downgrade) toward watering trough (56 M); here keep left—nearly straight ahead (right leads to depot), 3-10-mile beyond (56.3 M) turn right across small bridge, passing red-frame factory (on left—after the turn). Continue to fork (57.9 M), keeping left (nearly straight ahead) to next fork (60.2 M); here take left—direct along picturesque lake (on left) into village of

64.7 9.1 NAPLES, Bay of Naples Inn.

Keep to left at fork (64.8 M) across iron bridge (65 M) connecting Long Lake (on left) and Brandy Pond (on right), turning left at "T" in road (signs—66.2 M). At next fork (66.9 M), take right, straight ahead across heavy wood bridge (67.5 M) to irregular 4-corners at hamlet of Cook's Mills (68 M). A few sandy spots in this vicinity.

Turn short diagonal right leaving village, keeping right on main road at fork (68.4 M) to end of road* (69.6 M*); here jog left and immediately right. Continue through cross-roads (70.2 M) to fork (71 M); now keep to left down bad grade, winding road into hamlet of Webb's Mills (72.6 M).

* If the day is clear the Blue Book recommends a right turn $\frac{1}{2}$ -mile uphill at this point for a view of wide sweep and surprising interest; return the same way, adding one mile distance. Returning from the view pick up text again where left (at 69.6 M).

Direct through to foot of grade just beyond (72.7 M); here take left, but bear right at next fork (74 M) to foot of Welch's Hill. (Ahead is very steep but comparatively short climb, slippery in wet weather—gasoline supply should be ample, insure reaching the carbureter, and the way ahead ought to be clear.)

Ascend Welch's Hill (74.9 M), continuing direct through first 4-corners (76.4 M) to cross-roads short distance beyond (76.7 M*—easily passed at speed); here (signs) turn 90° right to fork (76.9 M). Now keep left up a second very steep but short pitch (77.7 M) past **Poland Summit House** (on hill, over to right—78.2 M).

3-10 mile beyond (78.5 M), turn 90° right, descending steep grades (commanding fine view of Poland Springs House), to end of road at Middle Pond (80.1 M). Turn left, curving right at once along pond; then follow main road, turning 90° left (81.4 M) between garage (on left) and Mansion House (on right), entering the grounds of

81.7 17 **POLAND SPRINGS HOUSE, garage in connection.**

Detour of 1 9-10 Miles to Avoid 2nd Bad Pitch: Ascend Welch's Hill—as in the direct route—through first 4-corners (76.4 M) to cross-roads short distance beyond (76.7 M), running straight ahead along pond with cottages (on left) to pine grove (78.4 M). Here turn right, passing road on right in woods (79.1 M), taking right fork (79.5 M) over sandy road through Poland Corner (80.4 M). Direct on good road, taking left fork (82.1 M) to end of road at edge of Middle Pond (82.3 M); now turn left—direct to left turn (83.3 M) between garage (on left) and Mansion House (on right), entering the grounds of **Poland Springs House** (83.6 M).

RETURN TRIP, POLAND SPRING TO BRETTON WOODS VIA NORWAY, BETHEL AND GORHAM.—92.2 MILES

(See introductory paragraphs at head of this route, page

MILEAGES
Total Intermediate 656.)

o o **POLAND SPRINGS HOUSE.**

Run out of hotel grounds, turning 90° right (3-10 M) between the Mansion House (on left) and garage (on right); 1 mile beyond (1.3 M), bear right—away from Middle Pond—(leaving road to Naples, Fryeburg, Intervale, etc., to left). Continue on main road through woods, keeping left at fork (2.9 M) through 4-corners at Poland village (3.3 M); at next fork (3.6 M), keep left direct to prominent fork and cross-roads (4.7 M).

Here take right on well-traveled road, crossing iron bridge (9.4 M) direct through 4-corners at hamlet of Welchville (9.5 M). At fork and cross-roads 1-2 mile above (10 M), keep straight ahead on long level stretch through 4-corners with signs (10.5 M), crossing Grand Trunk RR. (12.3 M & 13.6 M).

Keep to left at fork (14.1 M) through covered bridge (14.2 M) to prominent fork at watering trough, lower

* Welch's Hill cannot very well be avoided, but in case an extra 1.9 miles is preferred to a trifle worse hill just beyond (77.7 M in the preceding paragraph) refer to separate heading at end of this route.

edge of Norway (15.6 M). Here bear left into Main St. picking up trolleys (from right—15.9 M), follow them through business center of

16.4 16.4 NORWAY. (*Local map, page 659.*)

At head of street just beyond (16.5 M), turn 90° left across bridge, and immediately right past sawmill and along Pennesseewassee Lake—this stretch of road hard traveling in wet weather. Avoid left forks (18.1 M, 19 M, 20 M & 21.9 M), running direct through cross-roads with numerous signs at Nobles Corner (22.2 M).

Straight ahead at irregular 4-corners (24.1 M)—caution for bad right curve downhill (24.6 M); pass small lake (on left), turning left across bridge at hamlet of Greenwood (26.6 M). Just beyond (26.7 M) keep straight ahead to irregular forks (27.5 M); here bear left on main road with several curves, running along Twitchell Pond (on right—30 M).

Keep to right on main road (30.6 M), passing another small lake (on right—32.1 M), crossing small bridge (33.4 M); at fork (immediately beyond) bear right again across RR. at Locke's Mills (depot on left—33.7 M). Curve left almost at once (33.8 M), keeping also left at fork (34 M) to end of road (38.3 M); here turn left across bridge (38.6 M) and over RR. tracks (station on right), at

38.8 22.4 BETHEL. (*Local map, page 659.*)

The Mount Madison House GORHAM, N. H.



LOCATED 16 MILES FROM THE SUMMIT OF MT. WASHINGTON

100 Rooms. 50 Rooms en Suite with Bath and Telephone
Steam Heat and Electric Lights

GARAGE 100 FEET LONG IN REAR OF HOUSE

TENNIS COURTS
ALPINE SPRING WATER

RATES:
\$3.00 Per Day and Up

C. A. CHANDLER, Proprietor

Turn 90° right into Railroad St., which becomes the main road along the Androscoggin River; thence straight ahead past bridge (on right—39.2 M—where route from Rangeley Lakes via Rumford Falls and Newry joins). Cross Grand Trunk RR. 3 times (all at grade) in next 3 miles, passing W. Bethel station (on right—42.7 M); 9-10 mile beyond (43.6 M), cross bridge, keeping right at fork (44.1 M), over RR. tracks again (44.6 M).

Caution for bad grade crossing (45.3 M); thence direct past RR. station at Gilead (on right—48.8 M); 1-2 mile beyond (49.3 M) curve right through covered bridge, passing stone marking the Maine-N. H. state line (51.5 M). Continue through hamlet of Shelburne (54.8 M), crossing RR. (54.9 M); pass fine private estate (on right—55.3 M), following the main valley road over RR. tracks (60 M) and across iron bridge (60.2 M). Pass road on left (60.6 M—leading to Jackson and Glen Station) and the **Mt. Madison House** (on right—60.7 M) to iron watering trough, center of

60.8 22

GORHAM. (*Road to Berlin and North follows trolley out of town, turning right with same 1.1 miles beyond.*)

Picking up trolley at this point, follow tracks straight ahead through town and across bridge (61.8 M); at fork just beyond (61.9 M), keep left (leaving trolley and road to Berlin on right). Cross Grand Trunk RR. (62 M), running straight ahead past Gorham station, B. & M. RR. (on right—62.8 M), keeping left on main road at fork (63.1 M).

1-2 mile beyond again cross B. & M. RR. (63.6 M), ascending short but steep grades (63.9 M) through Randolph (67.4 M); pass Bowman (small) RR. station (on left—70.4 M) direct to small hotel in fork 1 mile beyond (71.4 M). Here (leaving road to Jefferson and Lancaster straight ahead), take left, crossing wood bridge (72.1 M), shortly passing South Branch Jct. station (on left—72.8 M).

Continue on same road—narrow but usually good—past Highlands station on left; a short distance beyond pass road on right (75.5 M—from Jefferson Highlands), crossing RR. (77.1 M) to junction of 3 roads short distance beyond (77.3 M). Here (meeting the Lancaster-Jefferson-Twin Mt. Road), turn left, again crossing RR. at Cherry Mt. station (on right—78 M), to "T" in road 4-10 mile beyond (78.4 M).

Turn 90° right (straight ahead is shorter but dangerous way over Cherry Mt.), direct past fork or 3-corners (on

HARRIS
(REGISTERED)
OILS

Do not let dealers argue about it, just insist upon having Harris Oils and know you have the best.

right—80.7 M). Thence direct to fork of 3 roads 4.1 miles beyond (84.8 M); here (meeting the Whitefield-Carroll station-Twin Mt. road) run nearly straight ahead, crossing RR. (86.5 M) to

86.8 26 TWIN MOUNTAIN HOUSE.

The several RR. crossings between this point and Bretton Woods are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met in these 5.4 miles than anywhere else in the Mountains.

Turn sharp left at east end of hotel, downgrade across RR. tracks (87.1 M); at fork immediately beyond keep left over RR. again (87.8 M & 88.5 M). Continue on main valley road to fork (90 M), where take left (more grade crossings, 90.5 M, 90.7 M & 91 M), past depot (on left) and Fabyan House (on right—91.4 M). Straight ahead over iron bridge (91.5 M) and across RR. again (91.7 M), running alongside RR. station (on left), at

92.2 5.4 BRETTON WOODS, Mount Pleasant House, on right.

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° left just beyond the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

White Mountain Section, Route No. 11

WHITE MOUNTAINS TO MANCHESTER, VT.

From Bretton Woods via Twin Mt. House, Profile House, Franconia Notch and the Woodstocks to Plymouth, thence along the shore of New Found Lake to Bristol and Sunapee Lake. Extended (by part 2) to Guild, Newport and Claremont, N. H., crossing the Connecticut River to Springfield, Chester, Peru and Manchester, Vt.

For the convenience of the "greatest number" this long route is broken at Sunapee Lake, where good intermediate accommodations will be found, making an excellent two days' run. Mostly good dirt roads throughout—considerable gravel with some sand on the first part; steep grades with many waterbreaks on the second part.

1ST PART, BRETTON WOODS TO SUNAPEE LAKE, N. H.—93.4 MILES

(Connection from the Mount Washington by direct road

MILEAGES
Total Intermediate across the Ammonoosuc Valley—6-10 mile.)

0 0 BRETTON WOODS, RR. station.

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M.) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the Mountains.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and Fabyan House (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M) ascending grade to (using care not to pass)

5.4 5.4 TWIN MOUNTAIN HOUSE.

Turn diagonally left in front of hotel, downgrade over bridge across the Ammonoosuc River (5.5 M); just beyond cross RR. tracks at Twin Mt. station (5.6 M), following new road (usually good throughout, but occasional mud-holes in wet weather). Direct over two wood bridges (6.9 M) and across iron bridge (Gale River—11 M); 1 7-10 miles beyond (12.7 M) again cross RR., thence on main road past Golf Links (clubhouse on right—15.4 M), running along Echo Lake (on left—17.8 M) to

18.8 13.4 PROFILE HOUSE (Hotel), garage in connection.

Direct through in front of hotel past Profile (small) Lake on right (19.1 M—profile, "Old Man of the Mountain" on cliff across the lake), ascending long grade past **Flume House** (on right—23.8 M); 3 miles beyond (26.8 M) slow down for RR. (bad grade crossing—view obstructed both ways). Thence on main road (avoiding left forks, 27.6 M & 28.8 M) into summer village of North Woodstock (28.9 M); **Deer Park Inn** (short distance off main road to left).

Straight ahead across bridge (29.2 M), avoiding left forks (29.4 M & 32.5 M) into and through Woodstock (32.6 M); thence along the Pemigewasset Valley, crossing RR. (36.2 M) and iron bridge (36.3 M) into hamlet of West Thornton (37.1 M). Just below again cross RR. (37.2 M), avoiding numerous left turns to river next few miles ("West Campton" and "Blair" on maps, but no towns balance of way to Plymouth).

Cross RR. (39.5 M) and run through covered bridge (42.6 M), following main road down the valley for 6.7 miles to next RR. crossing (49.3 M). Immediately below run through covered bridge and over RR. tracks (49.6 M), same road becoming Main St., which follow past Court House (on right—50 M) to foot of Highland Ave. (opposite large hotel on left).

50.1 31.3 PLYMOUTH, center of town, by small park.

Pemigewasset House. Sanborn's Garage, 87 N. Main St.

Turn 90° right on Highland Ave., ascending long grade, nearly straight ahead through cross-roads (52.7 M) to irregular 4-corners 1 mile beyond (53.7 M). Turn left to 3-corners 8-10 mile beyond (54.5 M), where keep right 4-10 mile, meeting (at 54.9 M) road which comes down from Rumney.

Bear left, straight ahead on main road 3.9 miles to and through 4-corners with numerous signs (58.8 M—East Hebron on maps, but no town). 3-10 mile below (59.1 M) run along the upper end of New Found Lake, skirting the eastern shore of same (avoiding all left forks) for 6 miles; at prominent fork lower edge of lake (65.1 M) take right (left—nearly straight ahead—is shorter but poorer road to Bristol).

Continue along foot of lake 3-10 mile to fork with small bridge ahead to right (65.4 M); here take left on stretch of good macadam. Follow excellent road, keeping to right through covered bridge (66.4 M); straight ahead to upper western, edge of (does not enter),

67.6 17.5 **BRISTOL**, 2-10 mile from center of town.

At this point (easily missed at speed), turn very sharp right around white house. Keep main road, crossing bridge at 73.7 and turn left at sawmill 75.7; turn right direct to

77 9.4 **DANBURY**.

Cross RR. and turn immediately left; soon pass under RR. and again cross same into

80.2 3.2 **SOUTH DANBURY**.

Keep left, cross RR. and follow same to

82.7 2.5 **WEST ANDOVER STATION**.

Turn right across RR. Pass through covered bridge and turn left along creek, turn first left through another covered bridge and just beyond at cross-roads



- 84 1.3 **CILLEYVILLE.** (White house and barn on corner.)
 Turn right. Straight ahead, pass through cross-roads
 (85.5 M). Direct through
- 86.2 2.2 **WILMOT FLAT** to
- 87.8 1.6 **ELKINS.**
 Turn left across mill-pond and pass along shore of Pleasant Lake. Keep straight ahead through Crockett's Corner (89.5 M). At end of road jog left and right (90.5), then direct through cross-roads to
- 93.4 5.6 **SOO-NIPI PARK LODGE**, on east side of Lake Sunapee.

TO REACH THE GRANLIDEN: Turn right at Crockett's Corner direct around north end of Lake Sunapee through Georges Mills to the **GRANLIDEN**, on west shore of the Lake; see map on opposite page.



These two small maps take up the route where left

2D PART, SUNAPEE LAKE TO MANCHESTER, VT.—74.5 MILES

Leaving the **GRANLIDEN** to connect with this route, go south through Sunapee Village to Guild 4 3-4 miles; see map on opposite page.

- o o Leaving **SOO-NIPI PARK LODGE** go south along east side of the Lake, keeping right to
- 5.1 5.1 **NEWBURY.**
 At white church turn right and keep with RR., crossing it several times, pass Mt. Sunapee station (7.4). At foot of sandy grade (sign "Newbury 5 miles")—9.9—turn right direct, crossing RR. into
- 11.9 6.8 **GUILD.**
 Keep straight ahead, curving left into
- 14.5 2.6 **NEWPORT.**
 In center of town at drinking fountain turn left, cross RR. Turn first right, up steep hill, direct to
- 17 2.5 **KELLEYVILLE.**
 Turn left and follow river, cross RR. twice at Chandler's Mills and keep on south side of RR., crossing into Broad St. to center of
- 23.5 6.5 **CLAREMONT.** Claremont Hotel. Jewett's Garage, 58 Pleasant St.
 Turn sharp left (south) cross RR. and take right fork direct on macadam; 4 miles out cross RR. and pass through
- 28.6 5.1 **NORTH CHARLESTON, N. H.**
 Again cross RR.; 1 1-2 miles beyond leave macadam and turn right into dirt road. Shortly cross RR. At end of road turn sharp left across bridge over Connecticut River (toll 15c.) into Vermont. Follow trolley to
- 37.4 8.8 **SPRINGFIELD, VT.**

At center of town leave Main St., turn left across iron bridge and up steep hill; at top of steep pitch turn right and follow main-traveled road, passing 3 roads to the right. Then take right fork. About a mile further go down sandy grade, through cross-roads and covered bridge, cross RR. and iron bridge. Turn right at drinking fountain, direct into



by the map page 667, and carry it through to the end.

45.3 7-9 CHESTER.

Pass park and keep straight ahead on north side of William River and main-traveled road to

51.6 6.3 SIMONSVILLE.

At brick store (P. O.) turn left, up stiff grade; 2 1-2 miles beyond bear right, down steep hill. Pass saw-mills on left. At cross-roads turn right direct to

59 7-4 NORTH DERRY.

Keep straight through village, through covered bridge and direct on main road to

63.5 4-5 PERU.

Straight ahead, up steep road with water-breaks over Peru Mountain. At summit (66.5) keep right, then down long steep grade, many water-breaks to toll-gate (50c.)—69.6 M. At schoolhouse turn right, cross RR. to

72.7 9-2 MANCHESTER DEPOT.

Straight ahead cross RR, siding; 1-2 mile beyond turn left direct into

74.5 1-8 MANCHESTER, The Equinox, garage in connection.

NECESSARY LEGAL INFORMATION IN TOURING

Before starting on a tour autoists should acquaint themselves with the automobile laws of the States through or into which they expect to drive. The important provisions of law to be informed about are, the necessity of procuring an additional license, rates of speed permitted and provisions in regard to the carrying of numbers and lamps. In the first part of this book will be found the "Chart of Automobile Laws," giving the necessary legal information in touring through the principal States in the East.

THE BERWICK RUTLAND, VERMONT

Cor. Wales and Centre Sts.—Midway between Depot and Post Office



W. H. Valiquette
Proprietor

A. J. Boynton
Resident Manager

ROOMS EN SUITE
WITH BATH
ELEVATOR
FLEMISH CAFE
GRILL SERVICE

SPECIAL
ATTENTION
TO
TOURISTS

COMFORT WITHOUT EXTRAVAGANCE

HOTEL WOODSTOCK

127-135 West 43rd Street

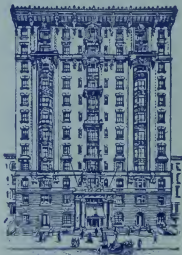
TIMES SQUARE EAST NEW YORK CITY

NEW TWELVE-STORY FIREPROOF
EUROPEAN PLAN. MUSIC

CONVENIENT TO THE BEST AUTOMO-
BILE GARAGES AND SALESROOMS
SPECIAL ATTENTION TOURING PARTIES

ROOMS, WITH RUNNING WATER,
\$1.50 PER DAY AND UP
WITH BATH, \$2 AND UP
SUITES, \$5 AND UP

WILLIAM H. VALIQUETTE, Manager



RUTLAND GARAGE AND REPAIR SHOP

55 TO 61 WALES ST.

OPEN DAY AND NIGHT

COMPLETE EQUIPMENT FOR CARING FOR AND
REPAIRING AUTOMOBILES

Agents for **FRANKLIN** and **BUICK CARS**

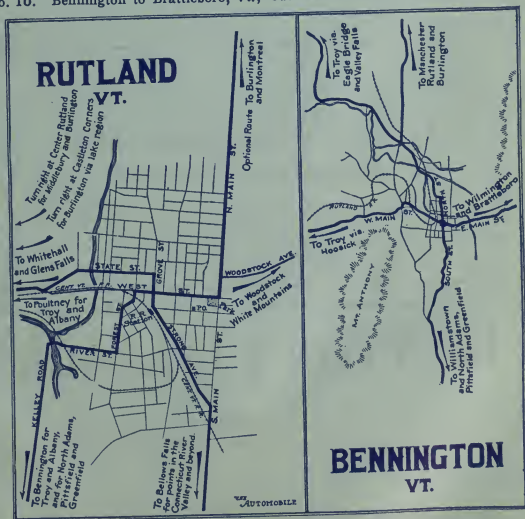
RUTLAND MACHINE & AUTOMOBILE CO., Rutland, Vermont

BENNINGTON-RUTLAND, VT., SECTION

BENNINGTON—The Walloomsac Inn (Bennington Center); Newton's Garage, Main and Silver Streets. **MANCHESTER**—The Equinox. **RUTLAND**—The Berwick, Wales and Centre Streets. Rutland Garage, Wales Street. **SUDBURY**—Hyde Manor.

ROUTES COVERED IN THIS SECTION

- No. 1. Bennington to Manchester and Rutland, making, in connection with No. 1A, immediately following, a through route from Bennington to Burlington, Vt.
- No. 1A. Rutland to Brandon, Salisbury, Middlebury, Vergennes and Burlington, Vt., carrying No. 1 northward from Rutland.
- No. 2. Bennington to Burlington, Vt., via Manchester, Poultney, Castleton Corners, the "Lake Region," Sudbury and Vergennes—alternate to No. 1 and No. 1A through Rutland.
- No. 2A. Rutland to Burlington, Vt., via West Rutland to Castleton Corners, connecting with No. 2 for Vergennes and Burlington, alternate to the more easterly line via Brandon and Middlebury.
- No. 3. Rutland to Bennington, Vt.—reverse of No. 1 (above), connecting Rutland and points north thereof with the routes from Bennington to Troy, N. Y.; Greenfield and Pittsfield, Mass., next following.
- No. 4. Bennington to Troy, N. Y.—choice of two complete routes.
- No. 5. " " Williamstown, North Adams and Greenfield, Mass.
- No. 6. Manchester to Pittsfield, Mass.; two routes (1) via Williamstown and Lanesboro; (2) via North Adams.
- No. 7. Rutland to Ludlow and Bellows Falls, Vt. (Outlines.)
- No. 8. " " Whitehall, Glens Falls and Saratoga, N. Y.
- No. 9. Manchester, Vt., to Claremont, Sunapee Lake and White Mountains., N. H.
- No. 10. Bennington to Brattleboro, Vt.; outlines for two routes.



ROUTES THROUGH RUTLAND AND BENNINGTON, VT., CORRESPONDING TO DIRECTIONS FOR ENTERING AND LEAVING THESE CITIES GIVEN IN THE ROUTES LISTED ABOVE.

THE EQUINOX

EDWARD C. ORVIS, Manager

OPENS JUNE 24, 1908 - - 56th SEASON

"One of the most Comfortable and Homelike Hotels in the United States." Modern Plumbing, Electric Lights.

Write for Rates, Plans, Booklet and Information.

Route Map IDEAL TOUR on request.

The best Golf at any Summer Resort.

Manchester-in-the-Mountains, Vermont

New York Office, THE LORRAINE, 45th St. and Fifth Ave.
May 10th to June 10th in charge of MR. MARTIN

New Garage for Automobiles

C. H. WILLARD, Manager

Mechanic in Attendance. Supplies in stock or on short notice.

1776

1907

In Historic Bennington

Where to Stop

The Walloomsac Inn Bennington, Vermont

On the Hill near the Monument.

Opposite the Oldest Church in Vermont.

The Inn is equipped with Modern Improvements—
Rooms with Bath and En Suite. Reasonable Rates for Tourists.

Garage five minutes run from the Inn.

For Booklet and Rates write WALTER H. BERRY, Proprietor, Bennington, Vt.

NEWTON'S GARAGE

First Class Repairs at Reasonable Prices, Auto
Supplies, Gasoline, Storage Batteries Recharged

AGENT FOR WHITE STEAMER

Cor. Main and Silver Sts., **Bennington, Vt.**

BENNINGTON TO RUTLAND, VT.—55 MILES

Via Shaftsbury, Arlington, Manchester, Danby and Clarendon, making a connection with Route No. 1A, a through run from Bennington and Rutland to Burlington.

From Main St., business center, start up North St., bearing left across RR. and through covered bridge over the Walloomsac River. Short distance beyond, after crossing another bridge, turn immediately right over RR. and continue to South Shaftsbury (5 miles). Cross RR. at station, direct on main road—telegraph poles all way—to Shaftsbury (10 miles).

Straight ahead, crossing and recrossing RR.; then keep left fork, still with telegraph poles to Arlington (15 miles). Go through; at grade crossing 2 miles above, signpost "Manchester," again take left fork. The railroad gradually bears away to right; continue direct on main highway into

MANCHESTER

23 miles from Bennington

The Equinox.

Continue north, on west side of RR. past Manchester Depot, and through Barnumville hamlet to East Dorset (29^m miles). Follow close to RR. through North Dorset (32 miles), Danby (37 miles) and South Wallingford (42 miles), crossing RR. at Wallingford (46 miles).

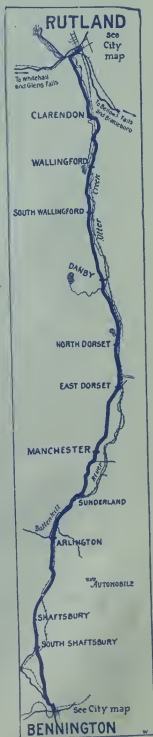
Follow main highway along Otter Creek, to and through Clarendon (48 miles) and North Clarendon. Continue on west side of stream into the Kelley Road, straight ahead to bridge, where turn right into River St., Rutland. Straight ahead on River St. to left turn into Forest Ave.; at Pine St. bear right under RR. to West St. and turn right to business center; city map page 671.

RUTLAND

55 miles from Bennington

The Berwick, Wales and Centre Sts. Rutland Garage, Wales St.

This run may be carried to Burlington and northern Vermont generally by a choice of two routes, shown together on the large map page 676. No. 1A, next following, gives the itinerary northward via Brandon, Salisbury, Middlebury, Vergennes and Shelburne, while No. 2, starting directly west from Rutland, reaches Burlington via Castleton, the "Lake Region" and Sudbury to Vergennes and Shelburne. They are practically interchangeable.



RUTLAND TO BURLINGTON, VT.—64 MILES

Via Brandon, Salisbury, Middlebury, Vergennes and Shelburne. Connecting at Burlington with all routes of that section and with boat-line across Lake Champlain to Plattsburg, N. Y.

From park (Main St.), go out West St. past cemetery (on right) to Center Rutland (22 miles). Turn right, following RR. and Otter Creek north past Proctor (on other side of creek), and Sunderland Falls direct through Pittsford (9 miles). Continue with creek, which shortly bears away to the left, and take left fork to

BRANDON

16 miles from Rutland

Bear left and continue direct through Leicester to Salisbury (21 miles). (Lake Dunmore is 1 mile to the east.) Take left fork through West Salisbury and Farmingdale to Middlebury (31 miles), where cross RR. and Otter Creek. Turning right with creek, follow it north to Huntington Falls (35 miles), when again cross creek and go straight ahead to

VERGENNES

42 miles from Rutland

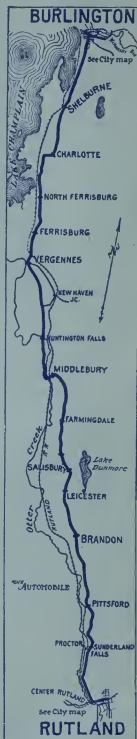
Turn right to station, where cross RR. and turn left (north), following it through Ferrisburg Center (45 miles), and North Ferrisburg (48 miles). One mile north of this place route touches the shore of Lake Champlain. Continue with RR., turning right, away from it, to Charlotte Center (53 miles), where again turn north (left).

Go direct through Shelburne (58 miles), where Dr. Seward Webb's fine country place is located. Thence follow valley and RR. on fine macadam along Shelburne Bay, entering on Shelburne St. into South Union St., turning left on Main St. to City Park, business center of

BURLINGTON

64 miles from Rutland

For hotels, garages, city map and various diverging routes, see title page, Burlington section page 694.



If you think we are too enthusiastic about
THE WARNER AUTO-METER

ask any owner of one.

See pages 20, 761 Warner Instrument Co., Beloit, Wis.



BENNINGTON TO BURLINGTON, VT.—121 MILES

Via Manchester, Poultney. Castleton Corners, the "Lake Region," Sudbury and Vergennes alternate to No. 1 and No. 1A through Rutland.

From Main St., business center, start up North St., bearing left across R.R. and through covered bridge over the Walloomsac River. Short distance beyond, after crossing another bridge, turn immediately right over R.R. and continue to South Shaftsbury (5 miles). Cross R.R. at station, direct on main road—telegraph poles all way—to Shaftsbury (10 miles).

Straight ahead, crossing and recrossing R.R.; then keep left fork, still with telegraph poles to Arlington (15 miles). Go through, at grade crossing 2 miles above, signpost "Manchester," again take left fork. The railroad gradually bears away to right; continue direct on main highway into

MANCHESTER

23 miles from Bennington

The Equinox, garage in connection.

Take right fork at hotel, straight ahead to Manchester Center (24½ miles). Turn left around stables in front of hotel, and following west branch of the Battenkill River, continue on fine dirt roads, through South Dorset (28 miles), and Dorset (30 miles). At fork one mile beyond, turn left to East Rupert (32 miles). Here turn right and continue north, following Mattawee River, through North Rupert (34 miles) to Pawlet (38 miles).

HYDE MANOR, SUDBURY, VT.



Shortest and best route between the Berkshires or Albany and Burlington, Vt. Passing through the Lake District, the most picturesque part of the Green Mountains. For maps of routes see page 676.

Garage in Connection

Est. 1801

Cap. 250 Guests

Open June 1 to October

One of the best appointed hotels in Vermont.

Noted for excellence of its cuisine.

Advance notice of arrival will facilitate.

PITTSFIELD to	{	HYDE	{	104 miles
Albany, N.Y., to		MANOR		89 miles
49 miles from		to		BURLINGTON

A. W. HYDE & SON, Owners and Proprietors

Turn right and go east to Blakeleys Corners (39½ miles). Turn left and continue straight north, following South Branch, keeping in valley, and turning left with Poultney River. Continue northwest to East Poultney (53½ miles); keep left and follow river to

POULTNEY

55 miles from Bennington

Turn left in village, and go north, following parallel with D. & H. RR.; 3 miles beyond cross tracks and keep straight north (RR. bends easterly). Pass under RR. bridge 3 miles beyond, and keep north, through Castleton Corners (61 miles). Cross trolley and follow branch line north, passing Lake Bomoseen on left, through Hubbardton (67 miles). Pass Lake Beebe on left, Echo Lake on right, and Lake Horton on left, to

SUDBURY

72 miles from Bennington

Hyde Manor.

Keep north on main highway through village; at fork 2 miles beyond, bear left and continue north on main post road, through Whiting (77 miles), Cornwall (83 miles), past the Soldiers' Monument to Weybridge (91 miles). Turn left and cross creek on twin bridges, then turn right and keep north to Riders Corners (93 miles). Turn right to go around Buck Mountain, and keep left on main road to

VERGENNES

99 miles from Bennington

Turn right to station, where cross RR. and turn left (north), following it through Ferrisburg Center (102 miles), and North Ferrisburg (105 miles). One mile north of this place route touches the shore of Lake Champlain. Continue with RR., turning right away from it to Charlotte Center (110 miles), where again turn north (left).

Go direct through Shelburne (115 miles), where Dr. Seward Webb's fine country place is located. Thence follow valley and RR. on fine macadam along Shelburne Bay, entering on Shelburne St. into South Union St., turning left on Main St. to City Park, center of

BURLINGTON

121 miles from Bennington

For hotels, garages, city map and various diverging routes, see Burlington section, page 694.

Bennington-Rutland Section, Route No. 2A

RUTLAND TO BURLINGTON, VT.—73 MILES

Via West Rutland, Castleton, Hubbardton, Sudbury, the "Lake Region," Cornwall, Vergennes and Shelburne. Map on opposite page.

From RR. station on Merchants Row, go north across West St. and up Grove St. one block. Turn left into State St. and follow trolley track on fine macadam road, to West Rutland (4½ miles). In center of town (where trolley bears right), leave same and keep main road going west past Catholic cemetery. Follow through valley parallel with RR., river and trolley, to Castleton (11 miles).

Continue with trolley track through town; cross trolley and keep main road west, crossing RR., recrossing trolley into Castleton Corners (13 miles). Turn right at hotel and follow branch line of trolley, straight

north, past Lake Bomoseen on left through Hubbardton (19 miles). Pass Lake Beebe on left, Echo Lake on right and Lake Hortonia on left, to

SUDBURY

24 miles from Rutland

Hyde Manor.

Here (or in reality at Castleton Corners—a less important point), intersect Route No. 2, which see for full running details through Whiting (29 miles), Cornwall (35 miles), Weybridge (43 miles), Vergennes (51 miles). Ferrisburg Center (54 miles), North Ferrisburg (57 miles); Charlotte Center (62 miles) and Shelburne (67 miles) to

BURLINGTON

73 miles from Rutland

For hotels, garages, city map and various diverging routes, see Burlington section, pages 694.

RUTLAND TO BENNINGTON, VT.—55 MILES

Reverse of No. 1, connecting Rutland and points north thereof with the routes from Bennington to Troy, N. Y., Greenfield, Mass., and Pittsfield, Mass., next following. Map page 676.

From Park, business center, go out West St.; turn left on Pine St. and swing right under RR. Bear left on Forest St.; then turn right on River St. across Otter Creek. At once turn left, following creek down the Kelle Road (Or leave Rutland going south from Park on Main St.; turn right on Madison St. and out River St. across Otter Creek and left down the Kelley Road as before.)

Keep west side of creek to Clarendon, where cross RR. and follow same through Wallingford (9 miles). Cross RR. again and continue through South Wallingford (13 miles), Danby (18 miles), North Dorset (23 miles), East Dorset (26 miles), and Barnumville, past Manchester Depot, where take right across RR. to

MANCHESTER

32 miles from Rutland

The Equinox, garage in connection.

Turn south to Equinox Country Club, where take right fork through Sunderland, and continue with RR. to Arlington (40 miles). Shortly beyond cross and recross RR., continuing through Shaftsbury (45 miles) to South Shaftsbury (50 miles).

Cross to left over RR. and follow main road direct south, crossing RR. and left over small bridge. Take next right fork through covered bridge across Walloomsac River and across RR., entering on North St. to Main St., center; city map page 671.

BENNINGTON

55 miles from Rutland

Newton's Garage, Main and Silver Sts. To reach Bennington Center (The Walloomsac) turn 90° right and ascend hill to battle monument.

BENNINGTON TO TROY, N. Y.—TWO ROUTES

1. *Short line via Bennington Center, Hoosick and Brunswick Center*

Using the "Old Stone Road" most of way to Troy; usually difficult in wet weather.

From business center (see local map, title page this section), go out West St., ascending hill to battle monument, Bennington Center (2 miles); **The Walloomsac**. Continue on main highway west, crossing RR. 3 times and interstate line to

HOOSICK

7 miles from Bennington

Continue direct across B. & M. RR. and the Hoosic River through Shingle Hollow to Potter Hill. Go over hill through village of Boyntonville ($12\frac{1}{2}$ miles), taking left fork beyond through Pittstown Corners to Raymertown ($17\frac{1}{2}$ miles).

Straight ahead through Haynersville (21 miles) and Center Brunswick (24 miles). Enter downgrade over macadam into Hoosick St. turning left into Fifth Ave. (asphalt) to business center of

TROY

29 miles from Bennington

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

2. *Via Eagle Bridge and Valley Falls—44 miles*

From business center go up North St., bearing left across RR. and over covered bridge across the Walloomsac River. Short distance beyond cross another bridge and go straight ahead; soon striking river again, follow same across bridge over small tributary. Immediately after crossing turn right and follow creek north to North Bennington ($4\frac{1}{2}$ miles).

Turn left and direct, soon bearing right, following Walloomsac River across N. Y. State line, crossing and recrossing RR. through White Creek, and following it through North Hoosick. Thence along Hoosic River, through covered bridge, turn left across bridge over river and up hill into

EAGLE BRIDGE

22 1-2 miles from Bennington

Straight ahead, following river and crossing RR. several times, through Johnsonville to Valley Falls, where cross river and at top of grade turn left, and taking next left fork into

SCHAGHTICOKE

32 1-2 miles from Bennington

Again cross Hoosic River, also B. & M. RR., and continue south, keeping general course of another branch of same RR. through Schaghticoke Hill. Cross RR. at Melrose station and direct through Speigeltown, entering on macadam road into 26th St., Troy. Turn left on 5th Ave. (Upper Troy), same street becoming 6th Ave., Troy. Right one block on Rensselaer St., left 9 blocks on 5th Ave. (asphalt), left into Broadway,

TROY

44 miles from Bennington

The Rensselaer; Lucey's Auto Station, opposite the Rensselaer.

BENNINGTON TO GREENFIELD, MASS.—54 MILES

Via Pownal, Vt., Williamstown, North Adams and Shelburne Falls, Mass. Choice of routes over or around Hoosac Mountain.

From business center go down South St. (see local map at head of this section); at schoolhouse in fork, take left along small stream, passing through Pownal Center to Pownal (9 miles). Again turn left and follow up Hoosic River across Massachusetts State line; pass right under B. & M. RR. into Park St. to Main St.,

WILLIAMSTOWN, MASS.

14 miles from Bennington

The Greylock.

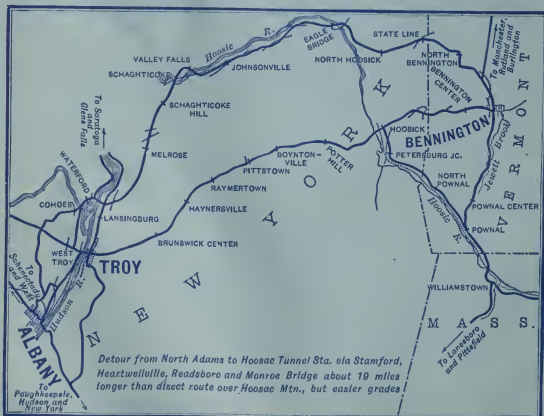
Turn left, passing Williams College buildings, continuing on State Road below the Hoosic River to Braytonville, $3\frac{1}{2}$ miles from Williamstown. After crossing river twice (downward bend of same), bear left to trolley, which follow into West Main St.

NORTH ADAMS, MASS.

19 miles from Bennington

The New Richmond; The Wilson. Davenport's Fireproof Garage, 106 $\frac{1}{2}$ Main St.

Proceed along Main St. to left turn *up* Eagle St.; 2 blocks ahead turn right on Union St. to "Eclipse Dam." At junction of 5-roads just beyond, is a parting of the ways for the two routes available east from North Adams. Grades over both routes are better westbound—from Hoosac Tunnel station to North Adams—than in the opposite direction.



Map showing the two routes from Bennington to Troy, N. Y.; also the

1. Over Hoosac Mountain to Hoosac Tunnel Station

This is a hard climb, but it is made hundreds of times each summer.

Turn right from "Eclipse Dam" through the "Five Roads," and straight ahead to fork at schoolhouse. Turn sharp left and continue on crooked but unmistakable road over Hoosac Mountain (just north of Hoosac Tunnel). After passing Florida hamlet, descend heavy grades to

HOOSAC TUNNEL (STA.)

28 miles from Bennington

TO AVOID HOOSAC MOUNTAIN BY A DETOUR ADDING 19 MILES: Leaving North Adams, proceed as before along Main St. to left turn UP Eagle St. After about 2 blocks, turn right on Union St. to "Eclipse Dam," do not turn right here, as in previous route, but follow trolleys to Briggsville. Then straight to Stamford, Vt. (6 miles upgrade), and Heartwellville (another 6 miles upgrade). Keep main road along the river, and 5 miles downgrade to Readsboro, Vt., turn right across bridge, following the Deerfield River through Monroe Bridge, mostly downgrade to Hoosac Tunnel (Sta.) (47 miles from Bennington).

Further distances are computed from the shorter route across Hoosac Mt.

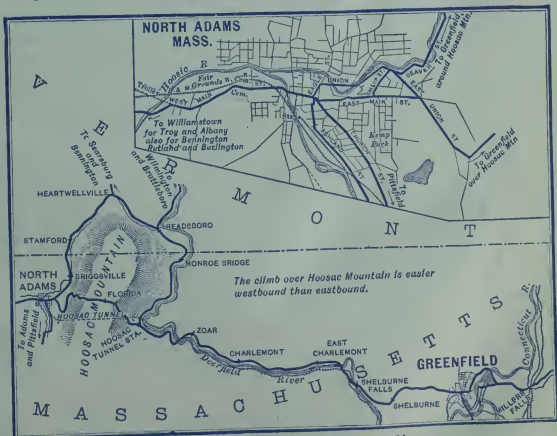
Continue on the main route along the Deerfield River, which cross at Zoar Bridge to Zoar (33 miles) and Charlemont (37 miles). Direct with river and RR. past church at East Charlemont (42 miles); 2 miles east of town, keep right with RR., turning sharp left across bridge into

SHELBURNE FALLS

45 miles from Bennington

From here to Greenfield is a cut-off of 5 miles as compared with the RR., which follows a downbend of the Deerfield River between these points.

Direct east on main road, gradually leaving river (over to right), making left bend into Shelburne (49 miles). Pass church (on left), straight ahead on the Shelburne Road, descending Shelburne Mountain



route from Bennington to North Adams and Greenfield, Mass.

($\frac{3}{4}$ mile downgrade); keep good control. Bear left over iron bridge across Green River into Shelburne St. upgrade into Main St.,

GREENFIELD, MASS.

54 miles from Bennington

For hotels, garages, city map and various diverging routes, see title page, Greenfield section, page 461.

MANCHESTER, VT., TO PITTSFIELD, MASS.—58 MILES

Via Arlington, Shaftsbury, Bennington and Pownal, Vt., Williams-town, New Ashford and Lanesboro, Mass., entering Pittsfield via Pon-toosuc Lake and North St.

(Good dirt road—no sand—most of way; macadam into

MILEAGES
Total Intermediate *Pittsfield.*)

0 0 **MANCHESTER, VT.**

Go south on Main St., taking right fork direct to

8 8 **ARLINGTON.**

Follow wires and RR., crossing same 3 miles out, and again at

13.5 5.5 **SHAFTSBURY.**

Continue straight ahead through Shaftsbury Center to

18.5 5 **SOUTH SHAFTSBURY.**

Take left fork across RR. and fol-low direct road, descending steep hill and across **dangerous** grade RR. cross-ing. Just beyond turn left across small red bridge; soon pass through covered bridge, turn left, cross iron bridge and RR. Pass Soldiers' Home into

23 4.5 **BENNINGTON.** Newton's Garage; The Walloomsac (Bennington Center).

Keep straight ahead through town, following main traveled road through Pownal Center; one mile beyond down a steep hill (narrow winding road) to

32 9 **POWNAL, VT.**

Bear left and follow road up the Hoosic Valley. A short distance be-yond, pass under RR., turning right upgrade and in front of the **Hotel Greylock** turn left into Main St.

37 5 **WILLIAMSTOWN, MASS.**

Just beyond Williams College build-ings turn right and follow Green River on macadam to



42 5 **SOUTH WILLIAMSTOWN, Idlewild Hotel.**

Turn left and follow river; soon ascend steep, narrow and winding grade to

46 4 **NEW ASHFORD.**

Bear left and take right fork just beyond, up long grade. At small house turn left; at end of road turn left and just beyond, at blacksmith shop, turn right, direct through

53 7 **LANESBORO.** Meeting trolley bear right and follow it past Pontoosuc Lake down North St., center of58 5 **PITTSFIELD, North, South, East & West Sts.**

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

ALTERNATE, BENNINGTON TO PITTSFIELD VIA NORTH ADAMS AND LANESBORO

Go east on Main St. across Green River, following up Hoosic River on State highway—fine macadam—entering on Main St., crossing RR. into (city map page 681),

NORTH ADAMS

64 miles from Rutland

The New Richmond; The Wilson. Davenport's Fireproof Garage, 106½ Main St.

From Main St. turn south on Ashland St., following trolley past cemetery (on right). Take first right beyond cemetery into Hodges Road, crossing trolley; thence over river and B. & A. RR. to "T," where turn left and follow another trolley south to

ADAMS

80 miles from Rutland

Continue south on State macadam, with trolley, through Cheshire Harbor to Cheshire (85 miles). Follow trolley upgrade, with one right turn to Lanesboro (90 miles). Straight ahead past Pontoosuc Lake (on right), entering on Waconah St. into North St. direct to business center of

PITTSFIELD

95 miles from Rutland

For hotels, garages, city map and various diverging routes, see title page, Pittsfield section, page 419.

WHAT IS NEGLIGENT DRIVING?

Negligence in driving an automobile which creates legal liability consists in driving in a manner contrary to the way a person of ordinary carefulness and prudence would drive, but only ordinary care under the circumstances is required to be exercised. The autoist is not an insurer of the safety of others, and is not liable if the injured party contributes to the injury.

HARRIS
REGISTERED
OILS

Should be obtainable at all dealers and garages. If not order direct. See inside back cover for prices.

RUTLAND TO BELLOWS FALLS, VT.—50 MILES

The map of this route is a good general guide to the three possible ways to reach the Connecticut River below Proctorsville. Longest but best way is via Springfield, crossing the river to Charlestown, N. H., and down the east side to N. Walpole, where again cross to Bellows Falls. From Gassetts to Bellows Falls via Chester and Rockingham is sandy and poor; we expect to have complete running directions via Springfield in the next edition.

From Park take Main St., south, passing Fair Grounds. At North Clarendon (Cold River station), turn left, and next right, following Rutland RR. through East Clarendon to Cuttingsville (10 miles). Bear right with RR.; $1\frac{1}{2}$ miles beyond cross tracks and continue over hilly ground direct to Mt. Holly (17 miles). Straight ahead up hill to Summit station and down with telephone poles to

LUDLOW

23 miles from Rutland

Follow north side of RR. to Proctorsville and shortly beyond (mostly downgrade with some sand) to Cavendish (28 miles). Turn right across RR. and twice more across it to Gassetts (32 miles).

If desired to go by Springfield (Vt.), which is advised, turn left (east) across RR. to North Springfield, then continue along Black River, right through Springfield. On striking the Connecticut River, follow it south to Rockingham, where join the shorter and more direct route which leads South from Gassetts.

Direct from Gassetts through Chester (36 miles), follow RR. through Bartonsville (40 miles), past Brockway Mills along Williams River to Rockingham, still following RR. and curving right along the Connecticut River to (see local map page 468),

BELLOWS FALLS

50 miles from Rutland

The Windham. Gates Garage.

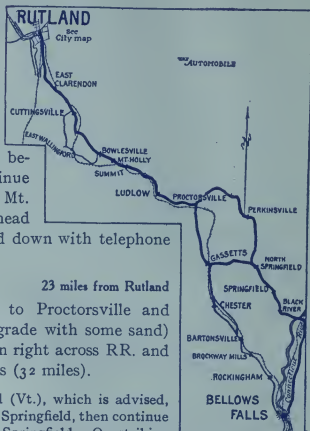
At Bellows Falls connection is made with the main routes up and down the Connecticut River.

Bennington-Rutland Section, Route No. 8

RUTLAND TO SARATOGA, N. Y.—70 MILES

Via Castleton Corners and Fairhaven, Vt., Whitehall and Glens Falls, N. Y. This is the best of the several possible routes between these points. Map of this route complete on page 676.

The return routes from Whitehall, Glens Falls and Saratoga, N. Y., into Vermont will be found for 1908 only in the New York State volume. In subsequent editions they will be added to the "Preface Section" (routes leading into New England), and given, like those listed on page 2, at the beginning of Volume No. 2.



From RR. station on Merchants Row, go north across West St. and up Grove St. one block. Turn left into State St. and follow trolley track on fine macadam road, to West Rutland (4 miles). In center of town where trolley bears right, leave track and keep main road going west, past Catholic cemetery.

Follow through valley parallel with RR., river and trolley, to Castleton (11 miles). Continue with trolley track through town; cross trolley and keep main road west, crossing RR., recrossing trolley into

CASTLETON CORNERS

13 miles from Rutland

Turn right and follow the trolley west to and through Hydeville ($13\frac{1}{2}$ miles); continue on same thoroughfare, turning left into Main St., Fairhaven ($15\frac{1}{2}$ miles). Straight ahead past park and hotel, downhill across bridge. Turn right, passing shirt factory (on right), and continue west; after crossing D. & H. RR. at Fair Grounds, keep along RR. to Poultney River.

Cross twin bridges and continue straight ahead for $\frac{1}{2}$ mile to fork at top of hill, here keep left; 1 mile farther on take (first) right; then first left to brick church. At this point turn right and continue west for 3 miles to RR.; cross and follow on right of tracks past Armory (on left). Cross Williams St. and continue through covered bridge over Mettawee River; cross Champlain Canal, go over RR. tracks and turn left to depot.

WHITEHALL, N. Y.

24 1-2 miles from Rutland

Follow general line of the Champlain Canal on west side past Dewey's Bridge (do not cross canal), over fairly good roads with only a few hills to Fort Ann (39 miles from Rutland). At fork 1 mile below turn right, through Kingsbury (43 miles)—detailed directions not yet available—and Moss St. (place not street), entering with trolley to right into Sandy Hill. Follow trolleys, entering on Warren St. to Glen St. to Soldiers' Monument, center of

GLENS FALLS

52 miles from Rutland

Rockwell House. Glens Falls Garage Co., 12 Maple St.

From Soldiers' Monument, go down Glen St. about 5 blocks to bridge over the Hudson River into South Glens Falls. Straight out from bridge into Main St., with trolleys, about 5 blocks to water tank; here bear right into Saratoga Ave., which keep, direct with telegraph poles to

WILTON

63 miles from Rutland

Bear right at grocery and hotel, keeping left at both forks beyond, with telegraph poles, coming directly into Maple Ave., Saratoga. Continue on Maple Ave. across D. & H. RR. tracks to Lake Ave.; turn left on Lake Ave., one block to Broadway (Town Hall on right-hand corner), center of

SARATOGA

70 miles from Rutland

United States Hotel; Grand Union Hotel. Ketchum's Garage.

MANCHESTER, VT., TO THE WHITE MOUNTAINS

Via Peru, Chester and Springfield, Vt., to the Connecticut River, crossing same into New Hampshire. Thence through Claremont, Newport and Guild to Sunapee Lake, extended (by part 2) to Bristol, skirting the shore of New Found Lake to Plymouth, the Woodstocks and Profile House, for Bretton Woods and other White Mountain resorts.

For the convenience of the "greatest number," this long route is broken at Sunapee Lake, where good intermediate accommodations will be found, making an excellent two days' run. Mostly good dirt roads throughout—two very steep hills with many water-breaks on the first part; considerable gravel with some sand on the second part.

1ST PART—MANCHESTER, VT., TO SUNAPEE LAKE, N. H.—74.5 MILES

(Gasoline and other supplies should be ample before starting on this trip.)

MILEAGES
Total Intermediate

0 0 MANCHESTER, Equinox Hotel.

Go north on Main St. one block and take right fork. Just before bridge over creek (1.2) turn sharp right; cross RR. siding to

1.8 1.8 MANCHESTER DEPOT.

Keep straight ahead, crossing RR. at 2.3; upgrade to schoolhouse (on right). Turn left and ascend sandy grade, passing through toll gate (50c.), at 4.9. Direct up over Peru Mountain, not so very steep but sandy in spots with many waterbreaks. Keep left at forks to summit of Mountain (8.); plain road, downgrade to

11 9.2 PERU.

At center of village take right fork and follow main-traveled road. Cross covered bridge into

15.5 4.5 NORTH DERRY.

Straight on through town, cross iron bridge and keep left along the creek. Shortly road bears right up hill. At fork (16.5) take right; on striking valley at 17.7 turn left. Pass road at 18.7 on left (sign, "To Lowell's Lake") and ascend steep grade—waterbreaks and sandy. Downgrade to

22.9 7.4 SIMONSVILLE.

At brick store (P. O.) bear right, direct on main road to

29.2 6.3 CHESTER.

Just beyond park take right fork, half a mile farther (at drinking fountain) turn left across iron bridge. Shortly beyond cross RR. and pass through covered bridge. Pass through cross-roads and keep straight up hill (sandy). Follow main-traveled road, down steep winding hill and across iron bridge into



These two small maps carry this route from Manchester, Vt., to Sunapee Lake, Mountains.

THE GRANLIDEN HOTEL

Lake Sunapee, N. H.

OPEN FROM JUNE TO OCTOBER



One of the handsomest summer hotels in this country. Just the place to stop on your way to the White Mountains from New York or Boston with an automobile. Only six miles out of the regular route. One Hundred miles from Mt. Washington Hotel. Write for circular.

GOOD GARAGE AT HOTEL

W. W. BROWN, Manager

Also Manager of Dewey Hotel, Washington, D. C.

37.1 7.9 SPRINGFIELD, VT.

At main street turn right and follow trolley. Cross bridge over Connecticut River (41.3 M)—toll 15 cents into New Hampshire. Immediately beyond toll-house turn sharp left across trolley tracks. Shortly cross RR.; striking macadam road follow same, crossing RR. into

45.9 8.8 NORTH CHARLESTON, N. H.

Pass through covered bridge and take right fork up grade; a mile beyond cross RR. and follow macadam road into

51 5.1 CLAREMONT. Claremont Hotel. Jewett's Garage, 58 Pleasant St.



N. H., where the map page 690 picks it up and carries it through to the White

SOO-NIPI PARK LODGE

THE "IDEAL TOUR" HOTEL AT
LAKE SUNAPEE, N. H.

Touring Automobilists should plan to spend a few days at the
Lodge. Many who have will tell you WHY—and
it will be better than ever in 1908!



GOLF LINKS

"A Bonnie Course"

TENNIS

Three new courts

FISHING

See the string in the lobby daily

SAILING

Soo-Nipi Park Yacht Club weekly regattas

H. G. MARVIN, Manager
POST OFFICE, SOO-NIPI PARK, N. H.



At end of street turn right and immediately bear right again into Broad St. At fork take left (Chestnut St.). At fork (52.7 M) take left again and continue direct to Chandler's Mills, where cross RR. twice, following river road to

57.5 6.5 **KELLEYVILLE.**

Turn right. At 59.2 M take left fork down steep hill into

50 2.5 **NEWPORT.**

At end of street turn left, cross RR. and just beyond, at drinking fountain, turn right (Sunapee St.) direct to

62.6 2.6 **GUILD.** (*Dividing point for two routes around Sunapee Lake; see map page 687.*)

For the upper west side of Sunapee Lake and the **GRANLIDEN** keep to left just out of Guild through Sunapee; the route this way is shown entire on the map page 687.

Just out of village bear right across RR, and keep main road to left. At 64 M take right fork (sign "Goshen 5 miles"). At end of road (64.6 M) turn left (sign "Newbury 5 miles") up sandy grade. Pass Mt. Sunapee Station at 67.1 M. Keep along lake front, crossing RR. three times to

69.4 6.8 **NEWBURY.**

Turn left just before white church and follow lake road. At fork (Soo-Nipi Park Lodge sign) keep left; shortly ascend stiff grade and down to fork. Turn left direct to

74.5 5.1 **SOO-NIPI PARK LODGE.** (Hotel open during summer season only.)

2D PART—SUNAPEE LAKE TO THE WHITE MOUNTAINS

For connection into this route from the **GRANLIDEN** on the upper west side of the lake, see map page 687.

(Gasoline and other supplies should be ample before starting on this trip.)

MILEAGES
Total Intermediate

0 0 **SOO-NIPI PARK LODGE.**

Leaving hotel go southeast (along same road used in arriving) to cross-roads at .4 M. Straight ahead to fork at 2.9. Take left and just beyond turn right. Direct through **Crockett's Corners** (3.9). Pass along shore of Pleasant Lake. Immediately after crossing bridge over mill pond at **Elkins** (5.6) turn right and follow main road direct through

7.2 7.2 **WILMOT FLAT.**

Pass through cross-roads at 7.2 (white church on right) and continue direct to

9.4 2.2 **CILLEYVILLE,** cross-roads.

Turn left (white house and barn on corner). Just beyond pass through covered bridge and immediately turn right

POST YOURSELF
on the speed indicator
question. Write for a
WARNER catalogue.
It gets at the heart of
the question.

See pages 20, 761

**THE WARNER
AUTO-
METER**

WARNER INSTRUMENT CO., Beloit, Wis.





along creek. At end of road again turn right through another covered bridge. Cross RR. at

10.7 1.3 **WEST ANDOVER.**

Take left fork and follow RR. At fork (11.2) keep right and at next fork take left with RR. direct through

13.2 2.5 **SOUTH DANBURY.**

Cross RR. and shortly pass under same. Keep with RR., crossing it into

16.4 3.2 **DANBURY.**

Turn sharp right past white church. 1 1-4 M beyond cross bridge over river at old sawmill. Turn at once left and follow river, keeping left at forks. At 19.7 turn right across bridge and keep left with river. At 24.5 take left fork. Road sandy to

25.8 9.4 **BRISTOL.**

Do not go into the center of the village but at edge of town turn sharp left around white house. Keeping right on macadam at mill in next fork (26.5 M), across small bridge and through covered bridge (27 M). Bear right (28 M) on main road skirting the east side of New Found Lake for

BENNINGTON TO BRATTLEBORO, VT.—TWO ROUTES

See accompanying map for both routes. The direct line is hilly and rough; the northward detour fair to good to Manchester, then somewhat rough, but much better than the direct line.

SPECIAL NOTE: This route is printed for general information only; it is reported as not only hilly and rough, but dangerous for any automobile.

From business center go east on Main St. (see Bennington map at head of this section), turning left into road following Roaring Brook. Continue upgrade to Woodford (6 miles), where turn right past Woodford and Big Pond over mountain to Searsburg (15 miles). Cross Deerfield River and follow down stream to

WILMINGTON

20 miles from Bennington

Continue direct east (away from river) through West Marlboro (27 miles) and Marlboro (30 miles), taking next right fork to West Brattleboro (38 miles). Follow trolley, entering on Western Ave. and High St. to Main St., business center; city map page 468,

BRATTLEBORO

40 miles from Bennington

Brooks House. The E. R. Clark Auto Co., Garage, Main St.

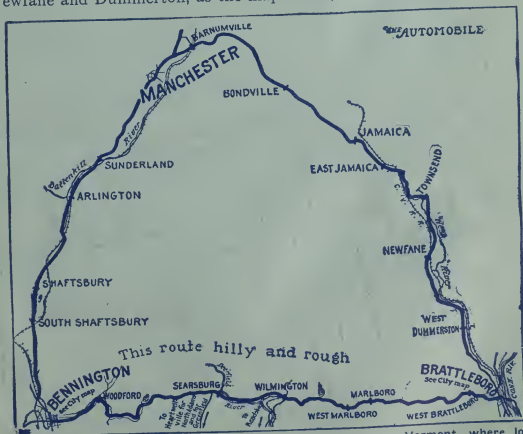
For the longer and better way follow Route No. 1, this section, through S. Shaftsbury (5 miles), Shaftsbury (10 miles) and Arlington (15 miles) to

MANCHESTER

23 miles from Bennington

The Equinox

Thence through Barnumville, Bondville, Jamaica, West Townshend, Newfane and Dummerston, as the map shows, to Brattleboro.



The two routes shown on this map are typical of eastern Vermont, where long turns are frequently necessary to avoid heavy grades.

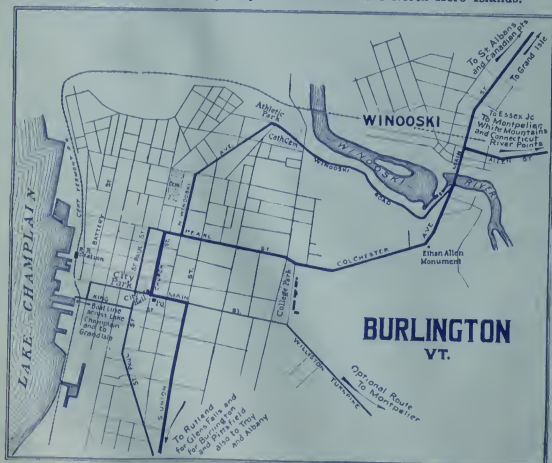
BURLINGTON, VT., SECTION

BURLINGTON—Van Ness House, Main & St. Paul Sts. Collison's Garage, Church & Maple Sts.; Burlington Machine and Repair Co.
WATERBURY, VT.—Waterbury Inn.

ROUTES COVERED IN THIS SECTION

It is the expectation of the Blue Book to thoroughly revise this group of routes for the 1909 editions.

- No. 1. Burlington to Shelburne, Vergennes, Middlebury and Rutland, Vt., connecting with the Bennington-Rutland Section for Manchester, Vt., Pittsfield and Greenfield, Mass., and Troy, N. Y.
- No. 2. Burlington to Rutland via Shelburne, Vergennes, Cornwall, Sudbury, the "Lake Region," Castleton and West Rutland. Alternate to No. 1.
- No. 3. Burlington to Bennington, Vt., via Vergennes, Sudbury, the "Lake Region," Castleton Corners, Poultney and Manchester. Alternate to the Burlington-Bennington route via Rutland.
- No. 4. Burlington to Troy, N. Y., short and picturesque through route via Shelburne, Vergennes, the "Lake Region," Castleton Corners and Poultney, Vt., Salem, Cambridge and Eagle Bridge, N. Y.
- No. 5. Burlington to Pittsfield, Mass., via the "Lake Region," Manchester and Bennington, Vt.—see "special note," page 700.
- No. 6. Burlington to Whitehall, Glens Falls and Saratoga, N. Y., branching west from Route No. 2, this section, at Castleton Corners, Vt.
- No. 7. Burlington to White River Junction, Vt., connecting with the Connecticut River line for Bellows Falls and Brattleboro, Vt., and Greenfield, Mass.
- No. 8. Burlington to St. Johnsbury, Vt. and all points in the White Mountains.
- No. 9. " to Newport, Vt.; outline of route via Essex Junction, Essex Center, Jericho, Underhill, Cambridge and Johnson.
- No. 9A. Montpelier to Lake Memphremagog and Newport, Vt.
- No. 10. Burlington to St. Albans, Vt.; approximate outlines to Montreal, Canada.
- No. 11. Burlington to Grand Isle; suggesting also an alternate route to Montreal, leaving Burlington by way of South Hero and North Hero Islands.



MAP SHOWING PRINCIPAL AUTOMOBILE ROUTES THROUGH BURLINGTON, VT.

VAN NESS HOUSE

BURLINGTON, VT.

ON LAKE CHAMPLAIN

Especial attention given to automobile parties. The scenery and nearby auto runs are unsurpassed. Webb's Farms, Ethan Allen Park, etc.

Automobile Garage

Fireproof, with a capacity of 25 cars, in connection with the Hotel, with supplies of all kinds. Gas tanks recharged, and everything else an Autoist may require.

Burlington Section, Route No. 1

BURLINGTON TO RUTLAND, VT.—64 MILES.

Through line via Shelburne, Vergennes, Middlebury, Salisbury and Brandon, forming the first part of the Burlington-Bennington route via Rutland.

For outline running directions Burlington to Salisbury via Hinesburgh, Starksboro, Bristol and East Middlebury—recommended in wet weather—see special head on next page.

From City Park go east on Main St. two blocks, turning right on South Union St.; for these and other routes into, through and out of Burlington, see city map. Go down South Union St., bearing right into Shelburne Street with trolley on fine macadam. Continue along RR. and Shelburne Bay to Shelburne (6 miles), and straight ahead to Charlotte Center (11 miles).

Turn right almost to RR. station; then turn left with RR., following it south, past a cove of Lake Champlain. Continue through North Ferrisburg (16 miles) and Ferrisburg (Center)—19 miles—crossing RR. into

VERGENNES

22 miles from Burlington

Opposite Stevens House turn left to fork at lower edge of town, where take left-hand road. About 1 mile farther turn right direct to New Haven Junction; cross tracks and follow general course of RR. to Middlebury (33 miles). Straight ahead through Farmingdale to

SALISBURY

43 miles from Burlington

(Lake Dunsmore about 1 mile over to left.)

Alternate Burlington to Salisbury

Though running through smaller places, this line avoids the long stretch of clay between Vergennes and Middlebury on the route just given, and should be taken in wet weather.

From City Hall, Burlington, go east on Main St., passing University of Vermont and U. S. Weather Bureau, taking 3rd right-hand road direct to Hinesburgh (12 miles); roads mostly good. At farther end of village, turn left past church and follow direct to Starksboro (22

miles); good gravel and sandy loam roads. Straight to Bristol (30 miles), thence to East Middlebury, joining the route already given through Farmingdale to Salisbury, without material difference in distance.

Continue south through Leicester to Brandon (48 miles). Bearing slightly left, follow along east side of RR. and Otter Creek through Pittsford (55 miles), and Sunderland Falls. Direct ahead past Proctor (on other side of creek) to Center Rutland station (62 miles), where turn left. Enter on State St., and turn right with trolley; continue down Grove St., crossing West St. through Merchants Row to Union Depot, center; city map page 671.

RUTLAND

64 miles from Burlington

The Berwick. Rutland Garage.

BURLINGTON TO RUTLAND, VT.—73 MILES

Via Shelburne, Vergennes, Cornwall, Sudbury, the "Lake Region," Castleton and West Rutland. Alternate to No. 1, somewhat longer but through a more picturesque country. Map on opposite page.

From City Park go east on Main St. two blocks, turning right on South Union St.; for these and other routes into, through and out of Burlington, see city map. Go down South Union St., bearing right into Shelburne St. with trolley, on fine macadam. Continue along RR. and Shelburne Bay to Shelburne (6 miles), and straight ahead to Charlotte Center (11 miles).

Turn right almost to RR. station; then turn left with RR., following it south, past a cove of Lake Champlain. Continue through North Ferrisburg (16 miles) and Ferrisburg (Center)—19 miles—crossing RR. into

VERGENNES

22 miles from Burlington

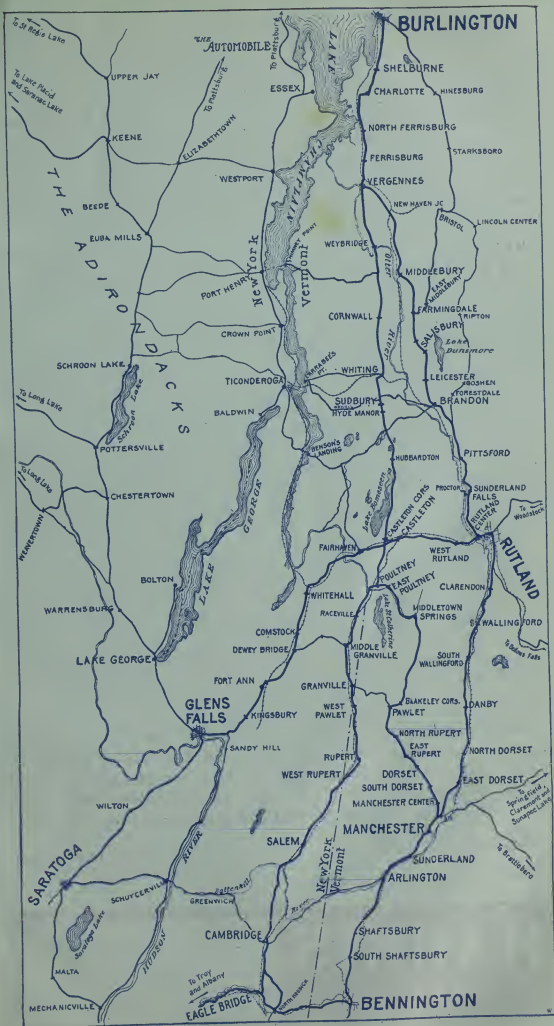
Turn left (leaving Route No. 1), and take right fork (around Buck Mountain); then take second right to Riders Corners (28 miles). Turn left and go south to Weybridge (30 miles); turn left and cross creek on twin bridges. Turn right and continue straight south, past Soldiers' Monument, through Cornwall (38 miles) and Whiting (44 miles) to

SUDBURY

49 miles from Burlington

Hyde Manor.

NEW YORK-VERMONT CONNECTIONS: how closely the routes converging at Glens Falls and Saratoga are connected with routes traversing southern and western Vermont will be shown by a glance at the map on the opposite page. Tours from Rutland and points north to Burlington, turning into New York State below Lake Champlain, find a short natural course through Whitehall to Glens Falls. From that city Lake George and the Adirondacks are easily accessible on the west and the upper Hudson and Mohawk Valleys on the east and south. Threading adjacent portions of three States, the routes of this relatively small territory are unsurpassed for scenic and historic interest, and the increasing travel over them is proof of the growing appreciation of the automobile tourist.



Keep main road south, past Lake Hortonia (on right), Echo Lake (on left) and Lake Beebe (on right), through Hubbardton (54 miles). After passing white church, at fork in the woods, bear right and keep straight south past Lake Bomoseen (on right), to

CASTLETON CORNERS

60 miles from Burlington

At hotel turn left and follow main trolley line, R.R. and river east, through Castleton (62 miles), and West Rutland (69 miles) on fine macadam. Enter on State St., and turn right with trolley; continue down Grove St., crossing West St. through Merchants Row to Union Depot, center of

RUTLAND

73 miles from Burlington

The Berwick, Wales and Centre Sts. Rutland Garage, Wales St.

BURLINGTON TO BENNINGTON, VT.—121 MILES

Via Vergennes, Sudbury, the "Lake Region," Castleton Corners, Poultney and Manchester; alternate to the Burlington-Bennington Route via Rutland. Map of route complete, page 697.

Follow Route No. 2, immediately preceding, which see for full running details, from Burlington through Shelburne (6 miles), Charlotte Center (11 miles), North Ferrisburg Center (19 miles), Vergennes (22 miles), Weybridge (30 miles), Sudbury (**Hyde Manor**, 49 miles), and Hubbardton (54 miles) to

CASTLETON CORNERS

60 miles from Burlington

Continue direct through across trolley and keep south, under R.R. track; 3 miles beyond cross R.R., and follow to Poultney (66 miles). Turn left and go northeast (directly away from R.R.), following on left bank of Poultney River, through East Poultney (67 1-2 miles). Bear right, follow river, gradually turning south, and continue straight to Blakeleys Corners (81 1-2 miles). Turn right to

PAWLET

83 miles from Burlington

Here turn left and follow the Mattawee River south, over fine dirt roads, through North Rupert (87 miles), and East Rupert (89 miles). Turn left; 1 mile beyond turn right, and keep straight through Dorset (91 miles) and South Dorset (93 miles), to Manchester Corners (96½ miles). Turn right, in front of hotel and keep straight to

MANCHESTER

98 miles from Burlington

The Equinox, garage in connection.

HARRIS <small>REGISTERED</small> OILS	<p>"Every drop counts" and a little goes a long way. Try it and convince yourself.</p>
---	--

Turn south to Equinox Country Club, where take right fork through Sunderland, and continue with RR. to Arlington (106 miles). Shortly beyond cross and recross RR., direct south through Shaftsbury (111 miles) to South Shaftsbury (116 miles). Cross to left of RR. and continue south, crossing RR. and left over small bridge. Take next right fork through covered bridge, across Walloomsac River and RR., entering on North St. to business center; city map page 671,

BENNINGTON

121 miles from Burlington

Newton's Garage, Main & Silver Sts.

For Bennington Center (The Walloomsac) turn 90° right and ascend hill to battle monument.

Burlington Section, Route No. 4

BURLINGTON TO TROY, N. Y.—132 MILES

Short and picturesque through route via Shelburne, Vergennes, the "Lake Region," Castleton Corners and Poultney, Vt., Salem, Cambridge and Eagle Bridge, N. Y.

Follow route No. 2, which see for full running details, through Shelburne (6 miles), Charlotte Center (11 miles), North Ferrisburg (16 miles), Ferrisburg Center (19 miles), Vergennes (22 miles), Weybridge (30 miles), Cornwall (38 miles), Whiting (44 miles), Sudbury (Hyde Manor, 49 miles), and Hubbardton (54 miles) to

CASTLETON CORNERS

60 miles from Burlington

Continue direct through across trolley and keep south, under RR. track; 3 miles beyond cross RR. and follow to Poultney (66 miles). Run over RR. tracks again at station; turn left at watering trough and follow D. & H. RR. to Raceville, N. Y. (69 miles). Here cross RR., follow and recross same to Middle Granville (71½ miles); do not cross river at this point, but turn left and follow RR., crossing tracks once more just before reaching Granville (73½ miles).

At hotel turn left and go east, leaving RR., and following left bank of river to Blossoms Corners (75 miles). Bear right and continue southwest, taking second right to West Pawlet (79 miles). Do not cross tracks, but turn left and keep line of RR.; then turn right to Rupert (86 miles). Follow RR. to West Rupert (87 miles); continue through village, keeping parallel with track, crossing twice to

SALEM, N. Y.

93 miles from Burlington

Leave village on left of RR. and continue down valley, following telegraph line, on fine dirt road, past Lake Lauderdale to Cambridge (104 miles). Continue directly south through village, following RR. along valley of the Hoosic River, which cross into

EAGLE BRIDGE

110 1-2 miles from Burlington

Follow line of B. & M. RR. through Buskirk and Johnsonville, continuing along river to Valley Falls. Bend left, around hotel (at top of grade which leads down to bridge in center of town), and continue south

to Schaghticoke (120½ miles). Follow macadam through Melrose and Speigeltown to 26th St., Troy.

Turn left and continue down 5th Ave. (same thoroughfare becomes 6th Ave. through lower part of Troy), straight ahead down 6th Ave.; then turn sharp right, on Rensselaer St.—see city map page 106—for one block, turn left into 5th Ave. (asphalt) for 9 blocks to Broadway,

TROY

132 miles from Burlington

The Rensselaer. Lucey's Auto Station, opposite the Rensselaer.

For running directions Troy to the Post Road direct, without going through Albany, see pages 124 and 125, this volume.

SPECIAL NOTE. BURLINGTON TO PITTSFIELD, MASS., VIA THE "LAKE REGION"
MANCHESTER AND BENNINGTON, VT. ALTERNATE VIA
CAMBRIDGE AND EAGLE BRIDGE, N. Y.

Tourists desiring to make the run from Burlington, Sudbury, Castleton Corners, Poultney, Pawlet, Manchester or any intermediate point, through Bennington to Williamstown, North Adams or Pittsfield, Mass., will find complete running directions to Bennington in Route No. 3, this section. Bennington-Rutland section, Route No. 6 gives equally full detail not only to the three important points just named, but also to Greenfield, Mass., making, with a single convenient reference, complete trips from practically all of western Vermont to the Berkshire Hills.

Map on page 697 shows the important highway from Poultney through Granville and Rupert, Vt., and Salem and Cambridge, N. Y., both to Eagle Bridge and to North Hoosick. Tours to Williamstown, North Adams or Pittsfield, originating on that line, would probably find it most convenient to follow Route No. 4 through Cambridge to the Hoosic River, opposite Eagle Bridge.

Leaving the Troy line at this point—without crossing either RR. or river—keep on left side of both, through Hoosick to Petersburg Junction. Here bend left and still following river and RR., continue through North Pownal and Pownal, following main road under B. & M. RR. tracks to Main St.,

WILLIAMSTOWN, MASS.

132 miles from Burlington

The Greylock.

Here join Bennington-Rutland section, Route No. 6, which see for full running details to North Adams, Pittsfield or Greenfield, Mass.

Make sure that your carbureter does not allow gasoline to drip when the car is standing, whether the motor is running or not. Most of the automobile fires which the daily papers glorify into "explosions" occur through the ignition of gasoline that has dripped from the carbureter.

Special Notice.—The entire contents of The Automobile Official A. A. A. Blue Book are absolutely protected by copyright, vested entirely in The Class Journal Co. Neither maps nor text can be used in any way whatsoever, except by written permission from the publishers.

BURLINGTON TO SARATOGA, N. Y.—117 MILES

Short route via Shelburne, Vergennes, the "Lake Region," Fairhaven, Vt., Whitehall and Glens Falls, N. Y. Map of entire route on page 697.

Follow Route No. 2, which see for full running details, through Shelburne (6 miles), Charlotte Center (11 miles), North Ferrisburg (16 miles), Ferrisburg Center (19 miles), Vergennes (22 miles), Weybridge (30 miles), Cornwall (38 miles), Whiting (44 miles), Sudbury (Hyde Manor, 49 miles), and Hubbardton (54 miles) to

CASTLETON CORNERS, VT.

60 miles from Burlington

There are several roads from this point to Whitehall, N. Y., but the one given here is by far the best.

Turn right and follow the trolley west, to and through Hydeville (60½ miles); continue on same thorofare, turning left into Main St., Fairhaven (62½ miles). Straight ahead past park and hotel, downhill across bridge. Turn right, passing shirt factory (on right), and continue west; after crossing D. & H. RR. at Fair Grounds, keep along RR. to Poultney River.

Cross twin bridges and continue straight ahead for ½ mile to fork at top of hill, here keep left; 1 mile farther on take (first) right; then first left to brick church. At this point turn right and continue west for 3 miles to RR.; cross and follow on right of tracks past Armory (on left). Cross Williams St. and continue through covered bridge over Mettawee River; cross Champlain Canal, go over RR. tracks and turn left to depot,

WHITEHALL, N. Y.

71 1-2 miles from Burlington

Follow general line of the Champlain Canal on west side past Dewey's Bridge (do not cross canal), over fairly good roads with only a few hills to Fort Ann (84½ miles from Burlington). At fork 1 mile below turn right through Kingsbury Street (place), and Moss Street (place not street) entering with trolley to right into Sandy Hill. Follow trolleys entering on Warren St. to Glen Street, to Soldiers' Monument, center of all routes,

GLENS FALLS

98 1-2 miles from Burlington

Rockwell House. Glens Falls Garage Co., 12 Maple St.

From Soldiers' Monument go down Glen St. about 5 blocks to bridge over the Hudson River into South Glens Falls. Straight out from bridge into Main St. with trolleys, about 5 blocks to water tank; here bear right into Saratoga Ave., direct with telegraph poles to

WILTON

109 1-2 miles from Burlington

Bear right at grocery and hotel, keeping left at both forks beyond, with telegraph poles, coming directly into Maple Ave., Saratoga. Continue on Maple Ave. across D. & H. RR. tracks, to Lake Ave.; turn right on Lake Ave. one block to Broadway (Town Hall on right-hand corner), center of

SARATOGA

117 miles from Burlington

Grand Union Hotel; United States Hotel. Ketchum's Garage.

WATERBURY INN WATERBURY, VT.

A sixty-room hotel open the year round. Newly furnished and refitted throughout. Open fire-places, steam heat, private baths. Fully equipped garage, etc. Rates, \$3 per day and up

WM. F. DAVIS, PROPRIETOR



The Pavilion Hotel Montpelier, Vt.

All Modern Appointments
ROOMS EN SUITE WITH BATHS

New Garage in rear of hotel finely
equipped for the care, repair and
storage of automobiles

T. J. HEAPHY Proprietor

Burlington Section, Route No. 7

BURLINGTON TO WHITE RIVER JUNCTION, VT.—96 MILES

Via Essex Junction, Richmond Center, Waterbury, Montpelier, Barre and Royalton. Connecting at White River Junction with the Connecticut River Valley line southbound for Bellows Falls and Brattleboro, Vt., and Greenfield, Mass.

For optional route Burlington to Montpelier via Williston and down French Hill, see two last paragraphs on this page.

From City Park, go up Church St. to Pearl St., turning right through Pearl St. and Colchester Ave. to iron bridge over the Winooski River. For this and the alternate route from Pearl St. through N. Winooski Ave. and the Winooski Road to same bridge, see Burlington city map, page 694.

Straight ahead short distance on Main St. (Winooski) to right turn on East Allen St. Continue direct across Central Vermont RR., then along trolley, past Fort Ethan Allen to Essex Junction (6 miles). Down-hill into village, cross car tracks and continue across RR. and along Winooski River to

RICHMOND (CENTER)

13 miles from Burlington

Continue main road along upper side of river through Jonesville (17 miles), and Bolton (22 miles), crossing RR. and small stream into Waterbury, Waterbury Inn (28 miles). Here turn right through covered bridge and along south side of river (leaving the RR. on the north side). Roads mostly sandy and poor; at Middlesex turn left and follow close to RR., crossing under tracks and later over grade crossing past Montpelier Junction, to

MONTPELIER

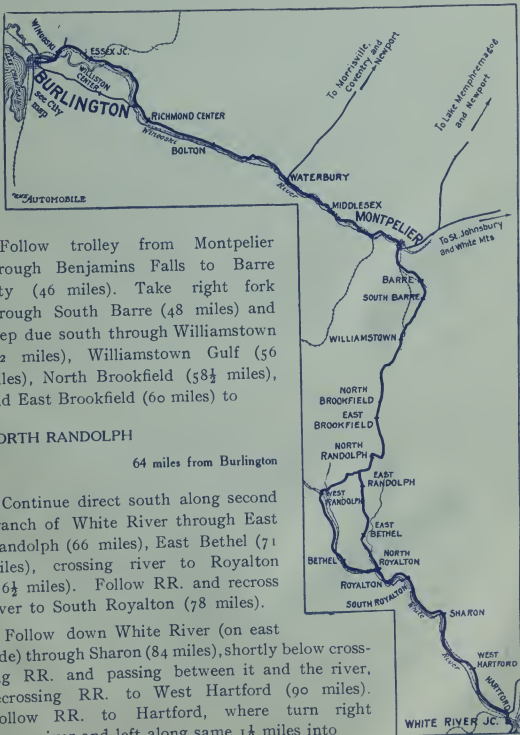
40 miles from Burlington

Pavilion Hotel.

Route No. 8, to St. Johnsbury, Vt., and White Mountain points, turns east from here; see page 104.

OPTIONAL ROUTE TO MONTPELIER: From City Hall go direct east on Main St. past University of Vermont, and U. S. Weather Bureau. Continue to Williston (8 miles); fairly good roads, some sand first 4 miles, then good gravel. Run direct through village; about a mile beyond descend French Hill, about $\frac{3}{4}$ mile long. Only last part is steep and this is not bad, but caution for "water bars."

This takes you down on to river bottom and straight road for some two miles or less; then cross the Winooski River by wooden bridge and go over C. Vt. tracks, joining the other route given about 2 miles west of Richmond. This is a little shorter from Burlington and considered by some fully as good roads.



Follow trolley from Montpelier through Benjamins Falls to Barre City (46 miles). Take right fork through South Barre (48 miles) and keep due south through Williamstown (52 miles), Williamstown Gulf (56 miles), North Brookfield (58 $\frac{1}{2}$ miles), and East Brookfield (60 miles) to

NORTH RANDOLPH

64 miles from Burlington

Continue direct south along second branch of White River through East Randolph (66 miles), East Bethel (71 miles), crossing river to Royalton (76 $\frac{1}{2}$ miles). Follow RR. and recross river to South Royalton (78 miles).

Follow down White River (on east side) through Sharon (84 miles), shortly below crossing RR. and passing between it and the river, recrossing RR. to West Hartford (90 miles). Follow RR. to Hartford, where turn right across river and left along same $1\frac{1}{2}$ miles into

WHITE RIVER JUNCTION

96 miles from Burlington

Junction House.

At this point connection is made with White Mountain section, Route No. 1, for Greenfield, Mass., and all intermediate points on the Connecticut River line, which see for further details.

Burlington Section, Route No. 8

BURLINGTON TO THE WHITE MOUNTAINS

Through line via Essex Junction, Waterbury, Montpelier, St. Johnsbury and Waterford, Vt., Littleton and Bethlehem, N. H., to Bretton Woods, 110 miles.

Follow Route No. 7, immediately preceding, which see for principal running directions and approximate distances, from Burlington through Essex Junction (6 miles), Richmond Center (13 miles), Jonesville (17 miles), Bolton (22 miles) and Waterbury (28 miles) to

MONTPELIER

40 miles from Burlington

Pavilion Hotel.

Follow Winooski River and RR. southeast with trolley, $1\frac{1}{2}$ miles to Barre Junction, where turn left and go northeast with river through East Montpelier ($44\frac{1}{2}$ miles) to Plainfield ($47\frac{1}{2}$ miles). Follow river away from RR., through Marshfield ($54\frac{1}{2}$ miles), where cross river and continue gradually bearing away from it to Cabot ($59\frac{1}{2}$ miles).

Turn sharp right to East Cabot ($61\frac{1}{2}$ miles); then left, passing Molly's Pond (on right), and after left and right turn in road past Joe's Pond to West Danville (65 miles), where again strike RR. Follow it, crossing tracks to Danville ($67\frac{1}{2}$ miles); shortly beyond recross RR. and direct to Smithville (70 miles). Turn right and take next left to Fairbanks (72 miles), whence enter on Western Ave. across RR. to Main St.,

ST. JOHNSBURY

73 miles from Burlington

Avenue Hotel.

Go out Railroad St., turning right on Portland St.; cross river and continue east along RR. and north bank of Moose River. Take first right fork across both, bearing southerly past Stiles Pond (on right) to Gaskill (79 miles). Here take right fork direct to Lower Waterford (83 miles), on the Connecticut River. Turn left and go up river to Waterford (86 miles). Turn right across bridge over river (toll) and straight ahead to



LITTLETON, N. H.

91 miles from Burlington

Thayer's Hotel.

Continue direct on same street to lower edge of town, where turn right over iron bridge across the Ammonoosuc River. Cross RR. tracks at grade (depot on right), uphill direct out on the "Franconia Road." Watch for left fork $2\frac{1}{4}$ miles out of Littleton.

At this fork (where straight ahead leads to Franconia), turn 90° left, up and down easy grades, avoiding all forks from main thoroughfare. Shortly ascend very long steep hill, usually good surface, to western edge of Bethlehem. Bear left, straight ahead, passing fountain (on right), village of

BETHLEHEM

96 miles from Burlington

The Maplewood; Sinclair House.

Straight through, down long grade—mostly dirt road—crossing small bridge and two single RR. tracks into Bethlehem Junction (99 miles). Turn right (depot on left), bearing left immediately beyond station across main line tracks—caution. Continue direct up steep grade, ascending ridge on eastern side of valley.

Follow main valley road, narrow in spots; fine views of mountains on right and left. Cross RR. twice at grade; at fork just before **Twin Mountain House** keep left up past hotel (104 miles). Thence direct, crossing RR. twice at grade, caution, to Fabyans (109 miles).

Pass between **Fabyan House** (on right) and RR. station (on left), crossing iron bridge immediately beyond. Straight ahead on main thoroughfare, running between station (on left) and **Mount Pleasant House** (on right). (To reach **Mount Washington**, turn first left beyond station, crossing RR. at grade, and Ammonoosuc Valley.)

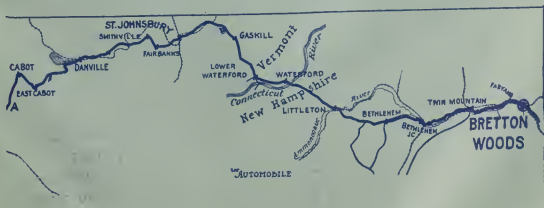
BRETTON WOODS

110 miles from Burlington

For hotels, garage, and various diverging routes, see title page, White Mountain section, pages 609-611.

THE SOURCE OF SOME TIRE TROUBLES

It is a very common thing to see automobiles running along with their tires in trolley car tracks, especially in badly-paved streets, but the practice is not to be recommended, for the chafing and possible cutting of the tires by roughness on the rails is apt to do far more damage than a road that is simply rough, especially if the gauge of the track does not correspond exactly with that of the wheels.—From *The Automobile*.



BURLINGTON TO NEWPORT, VT.—78 MILES

Outline of route via Essex Junction, Essex Center, Jericho, Underhill, Cambridge, Jeffersonville, Johnson and New Hyde Park. Fair-to-good country roads; fine scenery and a good trip.

From City Park, go up Church St. to Pearl St., turning right through Pearl St. and Colchester Ave. to iron bridge over the Winooski River. For this and the alternate route from Pearl St. through N. Winooski Ave. and the Winooski Road to same bridge, see Burlington city map at head of this section. Straight ahead short distance on Main St. (Winooski) to right turn on East Allen St. Continue direct across C. V. RR. then along trolley, past Fort Ethan Allen to Essex Junction (6 miles).

Follow trolley around to left, crossing Central Vt. RR. tracks near station. Continue north; about 2 miles out take right-hand road direct east toward Mt. Mansfield into Essex Center (9 miles). Bear right across "Common," taking road toward Jericho; sandy then mostly good to

JERICO

14 miles from Burlington

After crossing covered bridge turn left, go uphill and straight ahead; about 2 miles farther turn left to Underhill (17 miles). After crossing C. Vt. RR. tracks at end of village, continue direct on for 8 miles; again cross same railroad; turn right and cross tracks still again into Cambridge (27 miles).

Straight on, crossing Lamoille River by covered bridge; turn right and follow river to Jeffersonville (30 miles); fine roads and beautiful scenery. Continue direct around north end of Mt. Mansfield to Johnson (39 miles). At water-trough in village turn left on road to Hyde Park, after crossing covered bridge turn to North Hyde Park (44 miles). Thence to Eden (50 miles) and Lowell (58 miles), through woods and over fine roads all the way to Westfield (68 miles) and

NEWPORT

78 miles from Burlington

Burlington Section, Route No. 9A

MONTPELIER TO NEWPORT, VT.—60 MILES

Via East and North Montpelier, Moscow, South Woodbury, Hardwick, Barton and Coventry Depot.

Through a rolling country, with fairly good roads; scenery beautiful and interesting all way. One bad sand-stretch (1 mile long) between South Woodbury and Hardwick, but a touring car will travel it without trouble.

Starting from Main and State Sts., Montpelier, go out Main St. to M. & W. R. RR. depot; here turn left and follow RR. about $1\frac{1}{2}$ miles. Turn left, crossing RR. tracks and continue straight ahead, on what is called the "Onion River Road," close to the river all the way to East Montpelier, 9 miles. Go straight through village, passing P. O. and church on the left. Take right fork at school house, just beyond the church, continuing straight ahead to North Montpelier, 14 miles.

Cross bridge and take left fork, through covered bridge and straight ahead for about 3 miles; here take right fork to Moscow (19 miles).

Go straight through town, passing Curtis Pond (on left). After passing pond, continue on past large church (on right). Do not turn left—to a small village which can be seen from the road—but continue straight on to South Woodbury—21 miles. Direct through Gulf to Hardwick—24 miles.

Turn right at watering trough, center of town, and continue on this road to signboard "East Hardwick." Turn left and cross bridge direct to East Hardwick (27 miles); entering village, turn right, uphill and take the first left-hand road, straight ahead to Greensboro Bend (30 miles). Continue straight ahead through village, winding road, but no direct turns, passing through Runaway Pond Road, to Glover (42 miles).

Straight through town to Barton—45 miles; at common, Barton, turn left; pass hotel and continue on main road to Barton Landing, 51 miles. Continue through, winding but no direct turns from main road, to Coventry Depot (54 miles). Cross tracks and go straight up hill, passing Bay View Stock Farm, about 1 mile from Coventry Depot; continue on same road to

NEWPORT

60 miles from Burlington

(Lake Memphremagog)

Burlington Section, Route No. 10

BURLINGTON TO MONTREAL, CANADA.—98 MILES

Via Winooski, Colchester Center, Milton, St. Albans, Swanton, Grand Ligne and Iversville. Crossing the St. Lawrence River either at St. Lambert or Longueuil.

From City Park go up Church St. to Pearl St., turning right through Pearl St. and Colchester Ave. to iron bridge over the Winooski River. For this and the alternate route from Pearl St. through N. Winooski Ave. and the Winooski Road to same bridge, see Burlington city map.

Direct out on Main St., Winooski; where trolley turns right, go straight ahead down into Sunderland Hollow; after running through the Hollow, keep on for $2\frac{1}{2}$ miles, passing a cheese factory or cider mill. Go up short hill, turning 90° right at large white house; continue about one mile to Colchester Center (8 miles).

Turn sharp left and continue north, crossing the Central Vermont RR. on an upgrade and recross same tracks on downgrade (the RR. going around the hill which the highway goes over). Direct road to Milton, keeping left at small brick school house (signboard gives distance to Fairfax).

At Milton (18 miles), turn left over iron bridge; at fork about 1 mile out keep right; sandy in spots but not difficult. At guideboard turn left for Georgia (24 miles), thence macadam or gravel road to St. Albans. Enter by South Main St.; nearing business center bear left on Main St. to park on right,

ST. ALBANS, VT.

30 miles from Burlington

American House.

Above St. Albans running directions are general and mileages approximate only.

Continue straight through on North Main St., along general course of RR. through Swanton Junction, direct into Swanton (39 miles). (Connection via West Swanton and Alburgh to Rouses Point, crossing Missisquoi Bay and Lake Champlain.) Roads from now on are mostly clay, with some sand, good going in dry weather, but bad in wet.

Turn right and follow RR., crossing it once through Highgate Springs (44 miles), where turn left across RR. and direct north over Canadian Boundary Line through Phillipsburg East, Que. (49 miles), and Notre Dame de Stanbridge (54 miles). Continue northwest through St. Alexandra and Grand Ligne to Iberville (66 miles).

Cross Richelieu River on toll bridge to St. Johns and follow down stream; 3 miles out turn left direct to St. Phillippe de la Prairie (78 miles). Turn right and follow St. Lawrence River north, taking ferry either at St. Lambert or at Longueuil across river to

MONTREAL, P. Q.

98 miles from Burlington

The Place Viger; Windsor; Balmoral. Eastern Automobile Co., 19 University St.

BURLINGTON TO GRAND ISLE

Fine run from Burlington through the islands: the lake is on all sides and the views are superb. If desired, the tourist may take steamer to Center's Dock (on lower end of South Hero Island), avoiding the run from Burlington, which in places is not good—though still not bad. From Alburgh to East Alburgh and by sail ferry to W. Swanton, Swanton and St. Albans also makes a good route.

From City Park go up Church St. to Pearl St., turning right through Pearl St. and Colchester Ave. to iron bridge over the Winooski River. For this and the alternate route from Pearl St. through N. Winooski Ave. and the Winooski Road to same bridge, see Burlington city map.

Straight ahead on Main St., Winooski; where trolley turns right, go straight ahead down into Sunderland Hollow; after running through the Hollow, keep on for $2\frac{1}{2}$ miles, passing a cheese factory or cider mill. Go up short hill to fork at large white house (where right turn is made for Colchester Center, Milton and St. Albans); keep straight on for about 5 miles.

At guide-board with ruined chimney standing opposite, turn left. (Roads up to this point sandy, with a mile or two of clay; from here on more sand, in one or two places quite deep.) Cross Lamoille River on iron bridge and keep on through causeway to the Sandbar Bridge connecting mainland with the island (about 18 miles from Burlington).

Early in the season the bridge is apt to be rough, but later on is in very fair shape; some loose stones being only trouble. The bridge is a mile long and a small toll is charged at the island end. All through Grand Isle County, which consists of three large islands, the roads are level and fine; all are connected with draw-bridges. The roads, too, are straight through from one to the other, with the exception of Isle La Motte, which is reached by crossing Alburgh Tongue and over draw-bridge.

From this island a sail ferry can be taken, if desired, to Chazy, N. Y., a few miles north of Plattsburg. This makes an additional route to Montreal as, going up through South Hero and North Hero Islands, and on to Alburgh Tongue, you arrive at Alburgh Station, connecting with the route to Montreal via Rouses Point, the latter point being 50 miles from Burlington

IN THE GREEN MOUNTAIN STATE

While Vermont is a rough and rugged State, it presents many attractions to the prospective tourist looking for trips out of the regular and beaten paths. The State is divided by a heavy range of the Green Mountains, and it is impossible to get from one side to the other without some long and steady grades. But these climbs have been made without difficulty by a light touring car of five horsepower. In September and October, Vermont is at its best, when the hills and valleys are resplendent with a blaze of autumn coloring and the roads for miles are carpeted with varicolored leaves.

The roads, as a rule, are as good as dirt roads will average, and except in a few localities only little sand will be encountered. It is not uncommon even now to find roads that have never before been traversed by a motor car, and the wonder and curiosity of the farming contingency give rise to many amusing incidents. This change from urban to rural surroundings is refreshing and instructive.

There is a leisurely, restful charm about the life these sturdy people live that savors of almost primitive conditions, and the glimpses of sweet domesticity that are occasionally obtained have to be seen to be appreciated. These people are inclined to be prejudiced against anything except horses for locomotion, and have a wholesome respect and almost fear, for all kinds of motor cars. One old settler expressed himself, when we stopped to replenish our water supply, that he "didn't mind our gittin' a little water, but he'd just as soon we'd go along afore the pesky thing blew him all to smithereens."

But as a rule the farmers are anxious to accustom their horses to the machines, and not infrequently will they ask for permission to lead the old mare out and let her smell of it, always ending by saying they'd "just as soon have a hoss."

Local repair shops are becoming more and more numerous, and there are few small towns that do not contain a competent machinist who can attend to any minor accident. Care must be taken to allow for long runs without opportunity to replenish power supply, but a little caution will reduce these items to a minimum.—*Contributed to an Exchange.*

THE LAW OF THE ROAD

The law of the road consists of all those rules of law and custom which govern and control vehicular and other travel upon the public highways. In the United States, in meeting and passing, drivers turn to the right of the traveled portion of the road. In overtaking and passing, the rear vehicle passes on the left. In England the rule is the reverse in both cases. These rules should generally be observed, but if to follow them, injury would inevitably result under certain circumstances, then an infraction of the rules is justified and even required.

MAINE MOTOR CARRIAGE CO.

Automatic Tel 2861

N E. Tel. 290

Peerless
Stevens-Duryea
Pope-Hartford
Pope-Tribune



Best equipped
garage east of
Boston.

Storage, letting, and repairing. Also complete line of sundries and supplies always on hand
Open day and night during riding season.

Cor. Free and South Sts., PORTLAND, ME.

GEORGE A. WAGG, Manager

PORTLAND, MAINE,

Columbia Hotel,

CONGRESS STREET, HEAD OF PARK STREET.

EUROPEAN PLAN.

Rooms Single or en suite, with Long Distance Tele-
phones and Baths with nearly every room.

RESTAURANT OPEN UNTIL MIDNIGHT.

Excellent Service and Cooking.

HANDY TO ALL GARAGES.

GOOD MUSIC.

F. A. Nickerson Company

...DEALERS IN...

PIERCE GREAT ARROW CARS

MAINE, NEW HAMPSHIRE, VERMONT

OLDSMOBILE

MAINE

SALESROOM

642 Congress Street, under Lafayette Hotel

GARAGE

893 Congress Street, near Union Station

Portland, Maine

MAINE—PROVINCES SECTION

PORTLAND HOTELS—Columbia Hotel, Congress St., head of Park St.; West End Hotel, near Union Station.

PORTLAND GARAGES—Maine Motor Carriage Co., Free and South Sts.; L. C. Gilson Automobile Co., 881 Congress St.; Dowling's Garage, 26 Forest Ave.; F. A. Nickerson, Garage, 893 Congress St.

AUGUSTA—Augusta Hotel. Capital Garage, 337 Water St.

BANGOR—Bangor House. A. B. Purington, Garage, 126 Exchange St.

POLAND SPRING—Poland Spring House; Poland Summit House.

ST. JOHN, N. B.—Royal Hotel.

QUEBEC, P. Q.—Chateau Frontenac. The Campbell Garage, 47 St. Louis St.

ROUTES COVERED IN THIS SECTION

Special Note.—It is the expectation of the Automobile Official A. A. A. Blue Book to materially extend and amplify this group of routes for the 1909 edition.

- No. 1. Portland to Saco-Biddeford and York Beach, Me., and Portsmouth, N. H.
- No. 2. Portland to Poland Spring, Me., extended to the White Mountains by a special round trip from Poland Spring to Bretton Woods, N. H.
- No. 2A. Special round trip, Poland Spring to the White Mountains via Naples and Bridgeton, Me., Intervale and Crawford Notch, N. H., to Bretton Woods, returning via Twin Mt. and Gorham, N. H., Bethel and Norway, Me.
- No. 3. Portland to the White Mountains; choice of three routes to Fryeburg, Me., via (1) Poland Spring, (2) Sebago Lake (station), Cornish and Hiram, and (3) via the east side of Sebago Lake and through Raymond and Naples. Thence by the one main route via Intervale, N. H., and Crawford Notch to Bretton Woods, connecting for Jackson and Gorham.
- No. 4. Portland to Rangeley Lakes, Me., via Brunswick, Augusta, Waterville, Skowhegan, North Anson and Stratton.
- No. 4A. Connection from Skowhegan or from North Anson (on route No. 4), to Jackman, Me., and Quebec, Canada. (Outlines only.)
- No. 5. Portland to Rangeley Lakes, Me., via Gray, Auburn, Livermore Falls, Farmington and Phillips, alternate to No. 4.
- No. 6. Portland to Bangor, Me., (1) via Brunswick, Augusta and Waterville, branching northwest from the Kennebec River at Waterville for Bangor; (2) "Shore Route" via Brunswick, Rockland and Belfast.
- No. 7. Portland to Bar Harbor, Me., via Brunswick, Rockland, Belfast, Bucksport and Ellsworth.
- No. 8. Bangor to the St. Lawrence River—outline of the Fitch-Post Pioneer trip of 1905, with supplementary paragraphs, "Interior Maine Routes."
- No. 9. Rangeley Lakes to the White Mountains, via Weld, Dixfield and the Androscoggin Valley; (and 9A) Weld to Poland Spring, Me.
- No. 10. Portland to St. John, N. B. Skirting the Maine Coast through Brunswick, Bath, Rockland, Belfast, Stockton Springs, Ellsworth and Machias to Calais, Me. Thence across the St. Croix River (boundary line) to St. Stephen and along the New Brunswick Coast.
- No. 11. St. Stephen to Frederickton, N. B., thence to St. John, N. B., by the River Road; making an alternate route to No. 10 (from the boundary line to St. John).
- No. 12. St. John to Frederickton, N. B., "South Branch Route."
- No. 13. St. John to Sussex, N. B., beginning of the trunk line to Nova Scotia.
- No. 14. St. John to St. Stephen, N. B., and Calais, Me., connecting with the Coast Route to Portland, Me., of which names of places and approximate distances are given.
- No. 15. Quebec, Canada to Rangeley Lakes, Me. (1906½ Glidden tour route).

DOWLING'S GARAGE

26-30 Forest Avenue, Corner Congress Street

Portland, Maine



Fire-proof Garage with all modern equipment in machine shop.

"Open Day and Night."

Tires and supplies of all kinds carried in stock. Telephone orders given prompt attention.

*New Eng. 1630
Auto 1656*

J. A. DOWLING
Proprietor

Adjoining Congress Square Hotel, Two Blocks from Lafayette Hotel
MAINE AND NEW HAMPSHIRE REPRESENTATIVE OF THOMAS CARS

WEST END HOTEL

PORTLAND, Maine

FIRST-CLASS RATES REASONABLE

Most convenient location in city for Automobile parties.

Largest Garage in City, one minute's walk from Hotel

All farm and dairy products fresh from our own farm.

L. C. GILSON AUTOMOBILE CO.



881-891
Congress St.
Portland, Me.

Premier, Reo, and Stanley Automobiles
Storage, Letting and Repairing

Largest Garage
East of Boston



Map of principal automobile routes into, through and out of Portland, Me., the chief route center for this section.

Maine Section, Route No. 1

PORTLAND TO PORTSMOUTH, N. H.—51.8 MILES

Direct line via W. Scarborough, Saco, Biddeford, Kennebunk, Ogunquit, the York beaches and Kittery, Me., crossing the Piscataqua River (inter-state line) to Portsmouth. Roads average fair except for a stretch north of Kennebunk, for which an alternate is given.

This stretch is the only part of the route between Portland, Me., and New York City that was not covered by the Blue Book car in the fall of 1907. In the main the following directions and distances are correct; but they are not specific at all points.

(Leaving Portland by the shortest way; for notes of optional exits see 2 paragraphs in smaller type below.)

MILEAGES
Total Intermediate

o o PORTLAND, Monument Sq., business center.

OTHER CONNECTIONS TO VAUGHAN'S BRIDGE: 1. From Monument Sq. run west on Congress St. to Longfellow Sq. (crossing of State St.), where keep right, following trolley down steep grade to St. John St. (one block before RR. tracks). Turn left on St. John St., passing Union Station (on right), straight ahead to right turn to bridge.

2. From Monument Sq. run west on Congress St. to Longfellow Sq. (crossing of State St.). Here, where Congress St. bears right, keep left—nearly straight ahead—on Pine St. $4\frac{1}{2}$ blocks to diagonal left bend into Emery St. Continue on Emery St. to intersection at right angles of Danforth St.; turn right, direct to the bridge.

Run nearly west on Congress St. 4 blocks (counting on left) to High St., turning left on High St. (trolley) straight ahead 3 blocks to Danforth St.; turn right on Danforth St., which follow direct across Vaughan's Bridge over Fore River (1.8 M). Thence direct on sandy road with trolley through Cash's Corner (2.6 M), Libbey's Corner (4.1 M), Oak Hill (5.9 M) and Dunstan's (8.9 M) to West Scarboro (10.7 M).

Pass under RR. (12.9 M), keeping direct with trolley into Main St., Saco; continue through center of town (14.3 M), crossing bridge over Saco River. Thence over RR. and another bridge into Main St., Biddeford; at fork short distance beyond, keep right 3 blocks to City Hall (brick building with tower),

15.1 15.1 BIDDEFORD, Main St. at City Hall.

Turn left with trolleys up slight grade, keeping to right of monument just ahead; thence with car-tracks (winding



This route enters Main St., Saco, from the Portland road, running through Biddeford by Main, Crescent, Graham and Alfred Sts. to the Kennebunk Road.

but trolleys all way) into Graham St. Where car-tracks turn left (15.4 M), run straight ahead, soon meeting trolleys again; shortly bear right to forks at drinking fountain (16.1 M), where leave car-tracks by bearing left past cemetery.

Continue on main road under RR. (18.3 M); the fork just beyond is the dividing point between the direct route and a detour around by Kennebunkport Beach. On through trips in favorable weather keep right (nearly straight ahead) through woods on bad, rutty road direct, bearing right at small park into

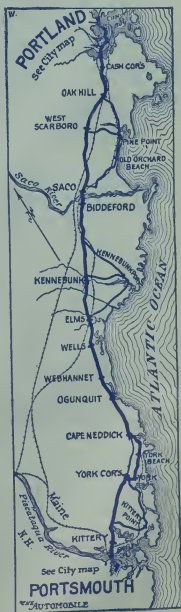
23.2 8.1 KENNEBUNK, Main St., center of town.

TO AVOID BAD STRETCH ON DIRECT ROAD (advised under all circumstances in unfavorable weather), take **LEFT** at fork (18.3 M, just after passing under RR.), to Kennebunkport. At this point one may either turn sharp right to Kennebunk or take a diagonal right, coming into the main route at Elms (27.5 M in the following paragraphs).

Southbound from Kennebunk on the direct route cross bridge over Mousam River, following car-tracks under RR. (25.3 M) direct through Elms (27.5 M), Wells (29.5 M) and N. Ogunquit (31.2 M) to Ogunquit (a long, scattered village—33 M). Here (to avoid stony road ahead) take left-hand road, following along the beach—winding but fairly direct—through York Cliffs (Passaconaway Inn) to the vicinity of Cape Neddick (37.8 M—estimated).

Cross bridge, keeping on main road along the shore through York Beach (39.5 M); **The Hastings-Lyman Hotel**. Thence with trolley most of way through York Harbor (42.5 M); **The Marshall House**, and York Village (43 M); **The York Auto Garage**, to York Corners (43.8 M).

At monument bear left with car-tracks, crossing long bridge, from the end of which (trolley leaves main road), continue straight ahead on macadam (worn in places). Direct to fork at Kittery (50.9 M), where keep right across toll-bridge (Piscataqua River, interstate line, 15c.



toll), into Portsmouth; enter on Market St., which follow to Market Sq., center of

51.8 28.6 PORTSMOUTH, N. H.

For hotels, garages, city map and various diverging routes, see Newburyport-Portsmouth section, pages 555-557.

PORTLAND TO POLAND SPRING, ME.—27.2 MILES

Via Allen's Corner and Gray; extended to the White Mountains by a special round trip from Poland Spring to Bretton Woods. Map page 721.

MILEAGES
Total Intermediate

(Roads good all way to Poland Springs.)

o o PORTLAND, Congress St. & Forest Ave.

Start nearly north on Forest Ave.—good stone pavement, 1907—straight ahead across RR. tracks (5-10 M & 1.6 M); just beyond bear right with Forest Ave., crossing RR. tracks again at Woodfords station (on right—1.8 M). Continue to Morrill's Corner (2.9 M), where turn right on Allen Ave. to prominent 4-corners at

3.8 3.8 ALLEN'S CORNER.

ALTERNATE PORTLAND TO ALLEN'S CORNER VIA TUKEY'S BRIDGE: (Same mileage but not quite as good as the way given): From Monument Sq., start nearly east on Congress St. to Washington St. (6-10 M), where turn left. Follow Washington St., straight ahead across RR. bridge (1.4 M) and over Tukey's Bridge (1.5 M), thence through cross-roads (2.5 M) to Allen's Corner (3.8 M), picking up the following directions.

Turn left (coming via Woodfords and Morrill's Corner) or run straight ahead (coming via Tukey's Bridge); at fork just beyond (3.9 M), take right on main road. Shortly descend long easy grade, crossing small bridge (5.9 M) and RR. (6 M); continue direct through W. Falmouth (7.1 M) and W. Cumberland (11.7 M), avoiding all right and left forks to town of

16.9 13.1 GRAY, meeting point for 6 roads.

Turn right and next left, following main-traveled road through Dry Mills (19.5 M), where keep to right; at fork

POLAND SUMMIT HOUSE

POLAND, ME.

On hill top, two miles from Poland Spring House, on main road to White Mountains. 150 rooms en suite with baths. Service and cuisine the very best. Spring water unexcelled. Hay Fever and Asthma unknown. Six hundred acres, golf, boating, fishing, everything. First class Garage with supplies. Automobilists welcome day or night. Send for booklet.

GEO. H. DAVIS, Proprietor

27.2 10.3

2.9 miles beyond (22.4 M) bear left, passing a short distance to left of Sabbath Day Lake. Thence direct on main-traveled road (avoiding numerous right and left forks) through 4-corners (26.4 M), running in front of the
POLAND SPRING HOUSE GROUNDS. (To reach the Hotel turn 90° right at Mansion House, direct 3-10 mile; return same way.)

Maine Section, Route No. 2A.

ROUND TRIP, POLAND SPRINGS TO BRETTON WOODS, N. H.— 173.9 MILES

Via Naples and Bridgeton, Me., Intervale and Crawford Notch, N. H., returning via Twin Mountain and Gorham, N. H., Bethel and Norway, Me. Reversed in White Mountain Section, pages 656-665.

This and the corresponding round trip (to Poland Springs from Bretton Woods) make excellent two days' runs; and will be found especially adapted for use by tourists planning a short visit to either of these resorts during a temporary sojourn at the other. In making the circuit two widely different natural routes are used, as the map shows; and the variety of scenery is surprising.

Roads average fair-to-good for mountainous districts, but after heavy rains some hard traveling should be expected along the lakes and rivers on either the upper or lower circuit. Grades, though numerous, do not AVERAGE steep enough to worry the driver of a car in good touring condition; but there are 2 or 3 short, steep pitches between Poland Springs and Naples that should be known of in advance and carefully taken—either up or down.

(Two very steep but short downgrades on the way to Naples—the 1st at 4 M, the 2nd at 6.8 M—brakes should be prepared to hold.)

MILEAGES
Total Intermediate

0 0


POLAND SPRINGS HOUSE.

Run out of hotel grounds, turning 90° right (3-10 M), between the Mansion House (on left) and garage (on right); at fork 1 mile beyond (1.3 M—right leads to Poland village etc.), curve left along Middle Pond to "T" in road 3-10-mile beyond (1.6 M). Here turn 90° right, up steep grades, keeping left on main road at fork (3 M) to end of road (3.2 M); now turn left passing Summit Springs House (on hill, over to left—3.5 M).

Caution for very steep but short downgrade (4 M), with right curve near foot of same (4.8 M) to 4-corners (5 M); here turn 90° left through cross-roads (5.3 M)—caution for 2nd very steep but short downgrade (Welch's Hill—6.8 M). Continue direct on main road, keeping left at fork (9.5 M); short distance beyond ascend bad winding


BE
SURE
IT'S

See pages
20, 761



**The Warner
Auto-Meter**

"Tells how fast and how far."



Warner Instrument Co.
Beloit, Wis.

grades, curving right (10.7 M) through 4-corners (11.5 M) to end of road (12.1 M).

If the day is clear the Blue Book recommends at this point a detour (adding 1 mile distance) for a view of wide sweep and surprising interest. Directions: After the left jog is made, as noted at the start of the next paragraph (and before the immediate right turn to continue the trip to Naples), run straight ahead uphill $\frac{1}{2}$ -mile; return the same way, picking up the schedule by a left turn at foot of hill (12.1 M).

Jog left and immediately right—a few sandy spots—to irregular 4-corners at hamlet of Cook's Mills (13.7 M); now bear slightly left, straight ahead through cross-roads and over heavy wood bridge (14.2 M). At reverse fork (on right—14.8 M), curve left, keeping right on main road at fork (15.1 M) to end of road (15.5 M); here turn right, crossing iron bridge (16.7 M) connecting Long Lake (on right) and Brandy Pond (on left), into village of

17 17 NAPLES, Bay of Naples Inn.

Continue through town along picturesque lake (on right), keeping right on main road at 1st fork (19.4 M) to next fork (19.8 M); here take left (right is optional way, but not so much used). Avoid all forks from the well-traveled road, crossing small bridge (25.4 M—red frame factory on right), intersecting lower Main St., Bridgeton; turn 90° left, past iron watering trough (25.7 M), keeping left fork uphill (25.9 M) to irregular 4-corners at small park top of grade,

26.1 9.1 BRIDGETON, Bridgeton House.

Turn right to fork (27.9 M); here take left, but at next fork (28.4 M—where left leads to Denmark), keep right on main highway across long causeway over Moose Pond (31.4 M). Avoid right fork (33.5 M) and left fork (34.3 M), direct on main road—a few sandy spots—into E. Fryeburg (35.2 M).

Keep right on main road (36.6 M) through covered bridge (38 M) and through 4-corners (38.9 M), curving right at 3-corners (40.5 M). Pass "Jockey Cap"—large rock over to right; at end of road (40.7 M), turn 90° left, direct into the main street of

41.1 15 FRYEBURG, ME., Monument at village center.

Straight ahead through town, passing road (on right, 41.3 M, optional route via E. Conway), direct across RR. (44.2 M & 45.6 M) into hamlet of Center Conway, N. H. (46.8 M). Wind left (46.9 M) to "T" in road immediately

HARRIS
REGISTERED
OILS

For Gasoline motors. Known as Light — Medium — Heavy. All dealers will carry. Insist on having.

beyond, turning 90° right across covered bridge over Saco River (47.2 M).

Pass stone signpost (in reverse fork on right—47.6 M—where route via E. Conway comes in) direct through 4-corners at hamlet of Redstone (48.5 M), keeping straight ahead at reverse fork (on left—49.1 M—where route from Portsmouth, Dover, Rochester, Ossipee and Conway comes in). Continue through North Conway (51.7 M), avoiding left fork downhill (51.8 M); cross RR. (52 M), winding downgrade on good road through woods to

53.6 12.5 INTERVALE, Intervale House; Garage in connection.

Direct through across RR. (53.7 M) and over iron bridge at lower Bartlett (55.6 M), bearing left on excellent gravel at forks (55.7 M & 56 M). Pass road leading to Jackson (on right—57.5 M), running straight ahead through 4-corners at Glen Station (57.6 M) and through covered bridge (57.7 M); cross branch RR. (58.3 M), keeping left on main road at fork just beyond (58.4 M).

Curve left to cross unprotected wood bridge (58.7 M); at fork (59.3 M) keep left through covered bridge (59.5 M), direct to right curve across RR. (61.8 M). Immediately swing left along tracks onto level stretch of excellent gravel; slow down approaching 4-corners at Bartlett (iron watering trough, on right—63.7 M).

The several RR. crossings mentioned between this point and Bemis station (69.8 M) are **ALL AT GRADE AND DANGEROUS**, particularly during the frequent summer train service.

Direct on main road across RR. (64 M), keeping right at fork immediately beyond into woods (64.9 M)—caution for downbound vehicles at sharp curves between river and large rocks (65.7 M & 65.8 M). Cross unprotected wood bridge (66.5 M) and RR. (67 M & 67.3 M), running over iron bridge (67.5 M); again cross RR. (67.7 M & 68.8 M)—also at Bemis station (69.8 M). Continue direct, using care at unprotected wood bridges (70.6 M, 71.3 M, 72.1 M, 72.6 M, 73.5 M and 74.4 M), passing

75.6 22 SITE OF WILLEY HOUSE. (*Sign in open space on left.*)

New piece of road to ease the following ascent will probably be ready for use during summer 1908. North-and-westbound tourists watch—on right—for same at the beginning of the steeper inclines. When completed special sign will undoubtedly be erected.

Straight ahead through woods along Saco River (Mt. Webster on right—Mt. Willey on left), meeting upgrades into Crawford Notch (76.3 M)—gradual rises 1st for 1½ miles. Then up very steep grades (77.9 M) with sharp curves along deep ravine and especially difficult bridge to cross at bad angle about half way of ascent; reaching top of grades, run straight ahead between RR. station (on left) and small lake (on right) to

78.4 2.8 CRAWFORD HOUSE (Hotel), garage in connection,



Continue direct—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected bridge (80.3 M), running closer along the Ammonoosuc River to "T" in road just before the RR. station,

81.7 3.3 **BRETTON WOODS, Mount Pleasant House, to left of RR. station.**

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° right just below the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

RETURN TRIP, BRETTON WOODS TO POLAND SPRING VIA GORHAM, BETHEL AND NORWAY.—92.2 MILES

SEE INTRODUCTORY PARAGRAPHS AT HEAD OF THIS ROUTE, PAGE 717.

(Connection from the Mount Washington by direct

^{MILEAGES}
Total Intermediate road across the Ammonoosuc Valley—6-10 mile.)

0 0 **BRETTON WOODS, RR. station.**

The several RR. crossings between Bretton Woods and Twin Mt. House (5.4 M) ARE ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service; and more autos and teams are met here than anywhere else in the mountain.

Start nearly west on main road along the Ammonoosuc Valley, crossing RR. tracks (5-10 M) and iron bridge (7-10 M); pass between depot (on right) and **Fabyan House** (on left—8-10 M), again crossing RR. (1.2 M). At fork just beyond (1.3 M) keep right (left-hand road closed to autos), over RR. tracks again (1.5 M & 1.7 M) to next fork (3.1 M); take right (more grade crossings, 3.7 M, 4.4 M & 5.1 M), ascending grade to (using care not to pass)

5.4 5.4 **TWIN MOUNTAIN HOUSE.**

Turn right at hotel, crossing RR. tracks (5.7 M), thence direct to fork (7.4 M); here (leaving Carroll station—Whitefield road to left), keep right, passing branch road on left 4.1 miles beyond (11.5 M). Continue to end of road (13.8 M), where turn 90° left, crossing RR. at Cherry Mt. station (on left—14.2 M).

At junction of 3-roads 7-10 mile beyond (14.9 M) turn right (left leads to Jefferson), crossing RR. (15.1 M); thence straight ahead on narrow but good dirt road past branch road on left (16.7 M—leading to Jefferson Highlands) and past Highlands station (on right short distance beyond) Pass South Branch Jct. station (on right—19.4 M), crossing wood bridge (20.1 M); meeting the Jefferson-Randolph-Gorham road (at hotel in fork—20.8 M), run nearly straight ahead past Bowman (small) RR. station (on right—21.8 M).

Continue through Randolph (24.8 M), passing right fork (25.9 M—short but poor road to Glen Cottage); shortly descend steep grades (28.3 M), crossing RR. (28.6 M). Thence direct past Gorham station B. & M. RR. (on left—29.4 M), crossing Grand Trunk RR. tracks (30.2 M); meeting the Berlin Gorham road just beyond (30.3 M), follow same over small bridge (30.4 M) to iron watering trough, center of

31.4 26

GORHAM, Mt. Madison House (on left, 1-10 M beyond).

Straight ahead past branch road (on right—31.6 M, connection to and from Jackson and Glen station), crossing iron bridge (32 M) and RR. (32.2 M); thence direct along the Androscoggin River, which is followed all way to Bethel. Pass fine estate (on left—36.9 M), crossing RR. (37.3 M) into Shelburne (37.4 M); at fork leaving town (37.5 M) keep left on main road, passing stone marking N. H.-Maine state line (40.7 M).

Curve left through covered bridge (42.9 M), passing Gilead station (on left—43.4 M) and crossing RR. (bad grade—46.9 M). Again cross RR. (47.6 M), passing fork or 3-corners 1-2 mile beyond (48.1 M); thence straight ahead across bridge (48.6 M). Continue past W. Bethel station (on left—49.5 M), crossing RR. 3 times in next three miles; thence direct past bridge (on left—53 M, connection from this route to Rumford Falls and Rangeley Lakes) into Railroad St.,

53.4 22

BETHEL. (*Local map, page 721.*)

Immediately after passing RR. station turn 90° left across RR. and over small bridge (53.6 M); at fork or "T" in road 3-10 mile beyond (53.9 M) turn right, direct into hamlet of Locke's Mills (58.4 M). Leaving town curve right across RR. at depot (on right—58.5 M), keeping left (nearly straight ahead) at fork just beyond, over bridge (58.8 M).

Pass lake (on left—60.1 M), keeping right on main road at fork (61 M) and left on main road at 3-corners (61.6 M) past Twitchell Pond (on left—62.2 M). Direct road with sharp curves, winding left (64.5 M) to fork or "T" in road (64.7 M); here take right, crossing small bridge at hamlet of Greenwood (65.6 M).

At fork immediately beyond bridge take right direct past lake (on right—67.6 M), ascending hill with sharp curves; keep straight ahead through irregular cross-roads (68.1 M) to and through prominent 4-corners with various signs, Nobles Corner (70 M). Pass numerous forks and branch roads (on right), following the Androscoggin Valley past Pennessseewassee Lake on left to sawmill (on left), just above Norway (75.7 M). Turn 90° left over bridge and first right into Main St., picking up trolleys at the business center of

75.8 22.4

NORWAY. (*Local map, page 721.*)

Follow car-tracks to fork leaving town (76.3 M), where take right (trolleys leave to left for S. Paris); at fork (77.3 M) keep left on main road through covered bridge (78 M). Cross Grand Trunk RR. tracks (78.6 M & 79.9 M), passing right fork (80 M), then straight ahead on long level stretch through cross-roads (81.7 M & 82.2 M) into hamlet of Welchville (82.7 M).

Cross iron bridge (82.8 M), keeping left on main road at fork (85.7 M) through irregular cross-roads (87.5 M). At next fork (87.9 M) again keep left on main-traveled road, straight ahead through 4-corners at Poland village (88.9 M).

Thence direct through woods, keeping left on main road at fork (90.6 M) to intersection of the Naples-Poland Springs road near Middle Pond (90.9 M). Bear left for 1 mile, turning left (91.9 M) between garage (on left) and Mansion House (on right), entering the grounds of

92 16.4 POLAND SPRINGS HOUSE, garage in connection.

PORTLAND TO THE WHITE MOUNTAINS, N. H.

Choice of 3 routes to Fryeburg, Me., via (1) Poland Spring, (2) Sebago Lake (station), Cornish and Hiram, and (3) via the east side of Sebago Lake and through Raymond and Naples. Thence by the one main route via Intervale, N. H., and Crawford Notch to Bretton Woods, connecting en route for Jackson and Gorham.

As the large-scale map, pages 720-721, shows, there is a choice of widely different natural courses from Portland to Fryeburg, beyond which it is one well-traveled trunk line for 40.6 miles along the Saco Valley and through Crawford Notch. Much the shortest way to Fryeburg is via the lower edge of Sebago Lake, Standish, Cornish and Hiram, but there is probably less tourist travel this way than on the longer lines via Poland Spring and Naples.

Owing to a bridge being down in the late fall of 1907, the Blue Book car was unable to cover this short line, and the description from Portland via Cornish and Hiram to Fryeburg is therefore given in general terms and approximate distances only, as an outline guide to anyone desiring to go that way. But both of the longer routes were covered entire and the distances given are odometer readings; somewhat for this reason we recommend a choice from one of the others instead.

As between the Portland-Sebago Lake-Naples, and the Portland-Poland Springs-Naples routes, the advantage of shorter distance is with the former; and the worst grades on the latter lines are avoided. However, probably more tourist travel goes via Poland Springs than by both the other routes combined, for which reason a special Poland Springs-White Mountains round trip is given elsewhere in this section.

1. PORTLAND TO THE WHITE MOUNTAINS, N. H., VIA POLAND SPRING—A THROUGH ROUTE OF 108.6 MILES

This is entirely covered by two routes given separately in this volume, as follows: Portland to Poland Spring, 27.2 miles, page 716; and Poland Spring to the White Mountains, 81.4 miles, via Naples, Fryeburg, Intervale and Crawford Notch, pages 717-723. By referring to pages 662-665 an additional alternate from Poland Spring to the White Mountains is had via Norway, Bethel to Androscoggin Valley, Gorham and Twin Mt. House.

2. PORTLAND TO FRYEBURG, ME., VIA SEBAGO LAKE (STATION), CORNISH AND HIRAM, THE SHORTEST PORTLAND-WHITE MOUNTAINS THROUGH ROUTE

General description and approximate distances only from Portland to Fryeburg this way.

From Monument Sq., business center, run west on Congress St. through Longfellow Sq. (crossing of State St.) following trolley. Continue on Congress St. down steep grade across RR. at Union Station

(on left) to Bradley's Corner, where turn right on Stevens Ave. short distance to Brighton Corners, and immediately left into Brighton Ave.

For this and other exits from Portland into this route—especially the complete alternate line from Congress St. through Forest Ave., to Morrill's Corner, thence left through Warren Ave., meeting the line first given a short distance beyond, see Portland city map, page 713.

Continue direct on Brighton Ave. through Nason's Corner ($3\frac{1}{2}$ miles), keeping with trolley past City Farm to Westbrook and Cumberland Mills (6 miles). Cross Presumpscot River and continue direct with trolley to South Windham (10 miles). 1 mile beyond turn left, over RR. at Newhall Station and across Presumpscot River again to White Rock (14 miles). Turn left and shortly right to

SEBAGO LAKE (Station)

17 miles from Portland

Turn left going southwest to Standish (19 miles), where bear right (do not turn sharp right), to South Standish (22 miles). Again right, crossing Saco River, and continuing through East Limington and North Limington to Cornish (32 miles). Turn right across Ossipee River and follow Saco River north, crossing RR. at Hiram (37 miles). Direct up the valley, crossing RR. three times to East Brownfield (42 miles) and once again to

FRYEBURG

48 miles from Portland

Using this route from Portland to Fryeburg and continuing on toward the White Mountains, setting the odometer at 54.1 miles (Portland-Naples-Intervale-White Mts. route, pages 726-728), will give detail running directions and new odometer measurements for the balance of the run.

3. PORTLAND TO THE WHITE MOUNTAINS, N. H., VIA THE EAST SIDE OF SEBAGO LAKE, RAYMOND, NAPLES, FRYEBURG, INTERVALE AND CRAWFORD NOTCH, MAKING A THROUGH ROUTE OF 94.7 MILES

MILEAGES
 Total Intermediate

(A good route practically throughout; no severe grades.)

o o PORTLAND, Congress St. & Forest Ave.

Start nearly north on Forest Ave.—good stone pavement, 1907—straight ahead across RR. tracks (5-10 M & 1.6 M); just beyond bear right with Forest Ave., crossing RR. tracks again at Woodfords station (on right—1.8 M). Continue to Morrill's Corner (2.9 M), where take left fork with trolleys, passing Riverton Park (on right—4.7 M); cross small bridge (4.8 M), direct through cross-roads (5.6 M).

Pass right fork (6.1 M), crossing small bridge at Duck Pond (7.8 M); thence through 4-corners (8 M), passing left-hand road (9.5 M—connecting to points on lower side of Sebago Lake). At fork (10.6 M) keep right on main road

MOTORS and MOTORING ^{By} Henry J. Spooner, C.E.

The best book for the owner or intending purchaser who desires to get a good practical idea of the how and why of automobile construction and operation without having to read a great mass of highly technical literature. In cloth covers, 103 pages, 5x7 inches. Price, One Dollar, Postpaid.

The Class Journal Co., Flatiron Bldg., New York City

through 4-corners at small hamlets (11.8 M & 12.9 M); thence direct through N. Windham (15.7 M). Coming in sight of Sebago Lake (on left—18.7 M), follow main road, curving left (20.1 M) across small bridge to

21 21 **RAYMOND**, The Raymond.

Leaving village, bear left on main-traveled road, passing left fork (23 M—leading to Raymond Cape); thence direct through hamlet of S. Casco (23.8 M—avoiding right fork, leading to Webbs Mills). Continue past 3-corners (on left—26.1 M), direct over sandy stretch; cross wood bridge (27.8 M), keeping on main-traveled road all way, crossing bridge (29.7 M) into

30 9 **NAPLES**, Bay of Naples Inn.

Continue through town along picturesque lake (on right), keeping right on main road at 1st fork (32.4 M) to next fork (32.8 M); here take left (right is optional way, but not so much used). Avoid all forks from the well-traveled road, crossing small bridge (38.4 M—red frame factory on right), intersecting lower Main St., Bridgeton; turn 90° left, past iron watering trough (38.7 M), keeping left fork uphill (38.9 M) to irregular 4-corners at small park top of grade,

39.1 9.1 **BRIDGETON**, Bridgeton House.

Turn right to fork (40.9 M); here take left, but at next fork (41.4 M—where left leads to Denmark), keep right on main highway across long causeway over Moose Pond (44.4 M). Avoid right fork (46.5 M) and left fork (47.3 M), direct on main road—a few sandy spots—into E. Fryeburg (48.2 M).

Keep right on main road (49.6 M) through covered bridge (51 M) and through 4-corners (51.9 M), curving right at 3-corners (53.5 M). Pass "Jockey Cap"—large rock over to right; at end of road (53.7 M), turn 90° left, direct into the main street of

54.1 15 **FRYEBURG, ME.**, Monument at village center.

Straight ahead through town, passing road (on right, 54.3 M, optional route via E. Conway), direct across RR. (57.2 M & 58.6 M) into hamlet of Center Conway, N. H. (59.8 M). Wind left (59.9 M) to "T" in road immediately beyond, turning 90° right across covered bridge over Saco River (60.2 M).

Pass stone signpost (in reverse fork on right—60.6 M—where route via E. Conway comes in) direct through 4-corners at hamlets of Redstone (61.5 M), keeping straight ahead at reverse fork (on left—62.1 M—where route from Portsmouth, Dover, Rochester, Ossipee and Conway comes in). Continue through North Conway (64.7 M), avoiding left fork downhill (64.8 M); cross RR. (65 M), winding downgrade on good road through woods to

66.6 12.5 **INTERVALE**, Intervale House; Garage in connection.

Direct through across RR. (66.7 M) and over iron bridge at lower Bartlett (68.6 M), bearing left on excellent gravel at forks (68.7 M & 69 M). Pass road leading to Jackson* (on right—70.5* M), running straight ahead through 4-corners at Glen Station (70.6 M) and through covered bridge (70.7 M); cross branch RR. (71.3 M), keeping left on main road at fork just beyond (71.4 M).

*This route continued direct to Bretton Woods, connecting there for all points west, northwest and southwest. For most-used intermediate connection—to Jackson, Glen Cottage (starting point for the only road up Mt. Washington) and Gorham, with extension to Randolph and Jefferson, see separate paragraphs at end of this route.

Curve left to cross unprotected wood bridge (71.7 M); at fork (72.3 M) keep left through covered bridge (72.5 M); direct to right curve across RR. (74.8 M). Immediately swing left along tracks onto level stretch of excellent gravel; slow down approaching 4-corners at Bartlett (iron watering trough, on right—76.7 M).

The several RR. crossings between this point and Bemis station (82.8 M) are ALL AT GRADE AND DANGEROUS, particularly during the frequent summer train service.

Direct on main road across RR. (77 M), keeping right at fork immediately beyond into woods (77.9 M)—caution for downbound vehicles at sharp curves between river and large rocks (78.7 M & 78.8 M). Cross unprotected wood bridge (79.5 M) and RR. (80 M & 80.3 M), running over iron bridge (80.5 M); again cross RR. (80.7 M & 81.8 M)—also at Bemis station (82.8 M). Continue direct, using care at unprotected wood bridges (83.6 M, 84.3 M, 85.1 M, 85.6 M, 86.5 M and 87.4 M), passing

88.6 22 SITE OF WILLEY HOUSE. (*Sign in open space on left.*)

New piece of road to ease the following ascent will probably be ready for use during summer 1908. North and westbound tourists watch—on right—for same at the beginning of the steeper inclines. When completed special sign will undoubtedly be erected.

Straight ahead through woods along Saco River (Mt. Webster on right—Mt. Willey on left), meeting upgrades into Crawford Notch (89.3 M—gradual rises 1st for 1½ miles. Then up very steep grades (90.9 M) with sharp curves along

The **WHITE** The
Incomparable Car for Service

THE GLIDDEN TOUR A CLEAN SWEEP FOR THE WHITE

The three White Steamers entered in the 1907 Glidden Tour finished with perfect scores. The White was the only make represented by three or more cars which was not penalized. Moreover, the single White runabout taking part in the tour was awarded the Hower Trophy, after a supplementary contest with the sole survivor of the dozen gasoline runabouts which started in competition for this award

deep ravine and especially difficult bridge to cross at bad angle about half way of ascent; reaching top of grades, run straight ahead between RR. station (on left) and small lake (on right) to

91.4 2.8 **CRAWFORD HOUSE (Hotel), garage in connection.**

Continue direct—mostly good dirt road with easy grades, but use horn on sharp curves through woods. Cross unprotected bridge (93.3 M), running closer along the Ammonoosuc River to "T" in road just before the RR. station,

94.7 3.3 **BRETTON WOODS, Mount Pleasant House, to left of RR. station.**

For the Mount Washington Hotel or the Bretton Woods Garage, turn 90° right just below the station, crossing RR. and bridge (Ammonoosuc River); thence by main road 6-10 mile.

CONNECTION FROM THIS ROUTE TO JACKSON, GLEN COTTAGE AND GORHAM

(Distances reckoned locally from intersection of the Intervale-Crawford Notch-Bretton Woods road, 1-10 mile east of Glen Station.)

MILEAGES
Total Intermediate

0 0 **GLEN STATION, start of the Jackson-Glen Cottage-Gorham road.**

Turn north (a right turn if coming from Intervale or points below), through covered bridge (1.3 M), direct 1.1 miles to next fork (2.4 M); here take right (left is a trifle shorter, but less used road) immediately through another covered bridge. Pass Gray's Inn (on right—2.8 M), turning left across small iron bridge (3 M) and again left in front of hotel at

3.1 3.1 **JACKSON, Wentworth Hall.**

Curve right, leaving hotel, thence direct on main-traveled road, bearing left across wood bridge (8.5 M); 3 miles beyond ascend long and very steep grades. Pass toll-gate (on left—15.8 M), coming at once to small hotel and large barns (on right) at Glen Cottage (15.9 M).

This is the starting point for the only highway up Mt. Washington—the course used for the "Climb to the Clouds," 1904 and 1905. Automobiles are not ordinarily allowed on this road, but a change in that respect is anticipated for the reasonably near future.

Continue on main road passing left fork (18.4 M—short but poor road to Randolph), crossing iron bridge (22.1 M) and wood bridges (22.8 M & 23 M). Direct over RR. tracks (23.9 M) to intersection of the main street of Gorham, just beyond (24 M); here turn 90° left, past the Mt. Madison House (on right—24.1 M) to iron watering trough, center of

24.2 24.2 **GORHAM. (Road to Berlin and north follows trolley out of town, turning right 1.1 miles beyond.)**

EXTENSION ROUTE, GORHAM TO RANDOLPH AND JEFFERSON (distances reckoned locally from Gorham): Picking up trolley at this point, follow tracks straight ahead through town and cross bridge (1 M); at fork just beyond (1.1 M), keep left (leaving trolley and road to Berlin on right). Cross Grand Trunk RR.

(1.2 M), running straight ahead past Gorham station, B. & M. RR. (on right—2 M), keeping left on main road at fork (2.3 M).

1-2 mile beyond again cross B. & M. RR. (2.8 M), ascending short but steep grades (3.1 M) through Randolph (6.6 M); pass Bowman (small) RR. station (on left—9.6 M) direct to small hotel in fork 1 mile beyond (10.6 M). Here (leaving road to Highlands station and Cherry Mt. Station on left), **CONTINUE NEARLY STRAIGHT AHEAD.**

Direct on same road through Jefferson Highlands (Ethan Allen Crawford's on right—12.6 M), passing prominent branch road on left (14 M—for Highlands station, etc.). At once cross small bridge, direct 3.4 miles—most of way along foothills of Star King Mt.—to hotel on right at **JEFFERSON (17.4 M); THE WAUMBEEK.**

Maine Section, Route No. 4

PORTLAND TO RANGELEY LAKES, ME.—170 MILES

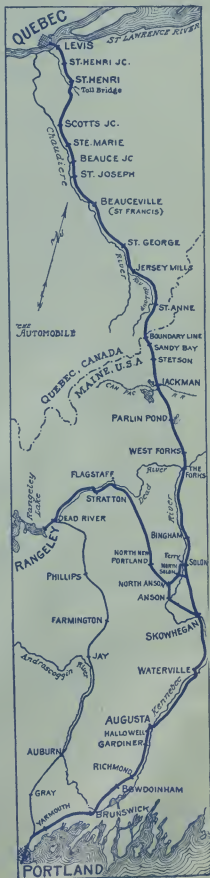
Via Freeport, Brunswick, Gardiner, Augusta, Waterville and Skowhegan. Connection via Waterville for Bangor.

From Congress St., business center, bear left on Washington Ave., across Tukey's Bridge over arm of Casco Bay to Veranda St., East Deering. Turn right and follow trolley to Martin's Point, and across bridge over Presumpscot River direct along shore line through Falmouth Foreside and Cumberland to Yarmouth (12 miles).

Follow trolley across iron bridge and Marsh Bridge (2 miles beyond); where trolley leaves road, keep straight ahead, crossing RR. into Freeport (18 miles). Turn right across RR.; turn left and bear right through Mast Landing, where bear left and follow trolley to Hillside (22 miles); again bear left, crossing trolley and RR. to

BRUNSWICK 26 miles from Portland

Turn left across Androscoggin River to Topsham (27 miles); turn right, cross RR. and immediately beyond take left fork. At next fork bear right (do not turn sharp right), continue direct, crossing RR. to Bowdoinham (32 miles). Turn immediately right across bridge and direct through East Bowdoinham (37 miles), where turn right across RR., then left to Richmond (41 miles). Bear right across RR., following west side of same and Kennebec River through Iceboro and South Gardiner, entering on Water St. to Main St.,



THE AUGUSTA HOTEL COMPANY

WILL OPEN THE NEW

AUGUSTA HOUSE

AUGUSTA, ME.

ABOUT AUGUST FIRST

Elevator—Baths—Room Telephones—Electric Lights. A delightful place for tourists or summer visitors.

C. S. HICHBORN,
President

WILBUR T. EMERSON,
House Manager

CAPITAL GARAGE



See large Sign Capital Garage
Extending Out Over Sidewalk

Thoroughly equipped machine shop connected. No job too light; none too heavy. Storage batteries charged. Livery, Supplies.

FIFIELD BROS.

337 Water Street

AUGUSTA, ME.

Telephone, 334-4

Continue left to North New Portland* (114 miles), where there is a comfortable country inn. Take "Dead River Road," ascending by easy grades and fair surfaces to "Height of Land." Thence by an excellent road (passing Flagstaff on the right) to Stratton (143 miles)—hotel and gasoline—road mostly gravel and fine; here cross river. At water fountain take left-hand road up short hill to Dead River station (166 miles), and direct over excellent gravel to

RANGELEY LAKE HOUSE

170 miles from Portland

*DETAIL LOCAL DIRECTIONS NORTH NEW PORTLAND TO RANGELEY LAKE HOUSE

Most of the routes through the Maine wilderness are naturally available only in general outlines, which is the case for the greater part of the way with the one just given. Judge James B. Dill, a summer resident of that region, furnished the following detail itinerary with intermediate distances, to the Glidden tourists (1906), reference to which proved of interest and value to those unaccustomed to travel through the woods.

Leaving Dirigo House, North New Portland, take first left-hand turn (2 miles), following telephone wire, passing farmhouse on left. At next fork take left-hand road, following single telephone wire to left. Cross bridge; this is the beginning of the "Lexington Flats," a 4-mile straight-away course wide enough for two and in many places three automobiles, with no natural or artificial speed limitations. The road is clean, no holes, bridges or dangerous places. At 4 miles road comes in from the left but does not cross the road upon which you are driving; continue straight

ahead. At 7.9 (a brown, unpainted building on left, with the sign "Post-office"), the road branches right and left.

Whether you take the right or left is optional, both roads coming together $2\frac{1}{2}$ miles away. Both are good going, the right-hand road having a slight preference in quality. Marking the course by the right-hand road, at 8.9 the road forks; continue on the left-hand course; there is a white house on the right hand. At 9.4 a farm road branches off to the left across a bridge to a farmhouse which is plainly in view; do not take this road. At 9.6 there is a water trough; a small white school-house on the right-hand side is passed at 10.1.

At 10.4 the other road—that is, the left-hand road from the post-office—joins both roads, and the road from this point gradually ascends to the height of the land at 12.4. Now there is a slight descent and again a rise; at 16 the road drops into a short valley and across the head of a small pond; the going is right. At 17.6 a signboard is passed, "Flagstaff 11 miles." At 19.1 the lodge house of Good Woods Inn is passed; at 21.9 Parsons farm, a comfortable country boarding house, where transient guests are entertained, appears. At 24 Dead River. At 26.9 small schoolhouse. At 29.6 turn to the left away from Flagstaff; do not turn right across the bridge that takes you into Flagstaff. At 32 turn right into Stratton, passing through the village by Hotel Blanchard, and at 39.8 water fountain. Turn left at 41; turn sharp left at sign-post; the road here forms a T. You leave the straight road and turn into the left-hand road.

At 42.2 is Green Farm Hotel, where the road curves right and then again left. You cross for the first time the narrow-gauge RR. at 42.9, the second time at 44.3, and immediately thereafter for the third time at 46.8; for the fourth time at 46.9, for the fifth time at 47.3, and for the sixth time at 48.2 and finally at 51.3. At the Dead River station, 51.9, you turn right; then crossing the track to the left, take the straight road to Rangeley, about 5 miles distant. At 54.5, just before entering Rangeley, cross the RR. track; from this point the Rangeley Lake House is plainly visible. Then direct, turning left at the second street after entering the village, following down into the main street. Then turn back left again through the village, down a slight descent, and then by another ascent in the main street of the village, then turning right, into the private road which leads to the Rangeley Lake House.

Maine Section, Route No. 4A

OUTLINE CONNECTIONS FROM ROUTE NO. 4 TO QUEBEC, CANADA

The map printed with the preceding route shows the connections from that route through Skowhegan to Solon (direct or to Solon via North Anson), thence through The Forks and Jackman, Me., across the international boundary to Beauceville (St. Francis), P. Q., St. Henri and Levis to the City of Quebec. By this line not only are the cities of the Maine Coast and the Kennebec River Valley connected with the St. Lawrence, but the Rangeley Lakes district also. The intervening country, though usually referred to as the "Maine Wilderness," has many miles of excellent roads, with an average condition probably better than those of any other portion of the State.

It is a curious fact that the Quebec-Rangeley Lakes trip has been made twice, but never, so far as the Blue Book is aware, in the opposite direction. The pioneer tour was taken in the summer of 1904 by James B. Dill and party, the condensed detail of which appears in the Canadian section of our New York State volume. The second trip was made by the 1906 Glidden tour, data from which is given in Route No. 15, this section. Considering that the pioneer trip was made four years ago, no further doubt would seem to remain of the entire practicability of this and various other trips in upper Maine and lower Quebec Province.

Maine Section, Route No. 5

PORTLAND TO RANGELEY LAKES, ME.—131 MILES

Via Gray, Auburn (Lewiston), Livermore Falls, Farmington and Phillips. Alternate to No. 4, with connection from Lewiston to Augusta.

This route, though about 40 miles shorter than Route No. 4, is not considered equally good, owing to more hills and sand; it is, however, perfectly practicable, especially in dry weather.

MILEAGES (New odometer measurements taken to Gray, fall 1907).
Total Intermediate

o o **PORTLAND**, Congress St. & Forest Ave.

Start nearly north on Forest Ave.—good stone pavement, 1907—straight ahead across RR. tracks (5-0 M & 1.6 M); just beyond bear right with Forest Ave., crossing RR. tracks again at Woodfords station (on right .8 M). Continue to Morrill's Corner (2.9 M), where turn right on Allen Ave. to prominent 4-corners at

3.8 3.8 **ALLEN'S CORNER**.

ALTERNATE PORTLAND TO ALLEN'S CORNER VIA TUKEY'S BRIDGE:
(Same mileage but not quite as good as the way given): From Monument Sq., start nearly east on Congress Sq. to Washington St. (6.10 M), where turn left. Follow Washington St., straight ahead across RR. bridge (1.4 M) and over Tukey's Bridge (1.5 M), thence through cross-roads (2.5 M) to Allen's Corner (3.8 M), picking up the following directions:

Turn left (coming via Woodfords and Morrill's Corner) or run straight ahead (coming via Tukey's Bridge); at fork just beyond (3.9 M), take right on main road. Shortly descend long easy grade, crossing small bridge (5.9 M) and RR. (6 M); continue direct through W. Falmouth (7.1 M) and W. Cumberland (11.7 M), avoiding all right and left forks to town of

16.9 13.1 **GRAY**, meeting point for 6 roads.

End of new odometer measurements taken fall, 1907.

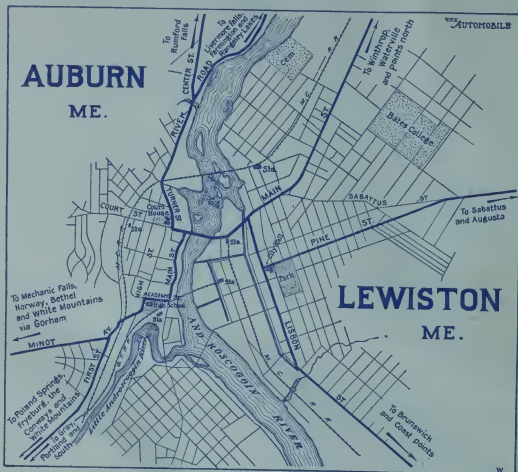
Leaving Gray bear right and take next left fork to North Gray. Continue straight ahead (left leads to Poland Springs); at next fork take right direct to New Gloucester (23 miles), where bear left to Upper Gloucester (25 miles). Take right fork to Danville Junction (28 miles) whence follow RR., coming into 1st St. and Minot Ave to Court St.

Turn right on Court St. through business center of

AUBURN

34 miles from Portland

For Lewiston (The New Dewitt), continue on Court St. across the Androscoggin River into Main St. and shortly right to park.



By running from Lewiston northeast through Sabattus, Monmouth, North Monmouth and Winthrop to Augusta (54 miles from Lewiston), connection is made with route No. 4, through Skowhegan to Rangeley and also through Skowhegan to Quebec, Canada, as well as from Augusta to Bangor. See the general Maine map pages 740-741.

Leave Auburn by Turner St., north from business center into the River Road. Follow the Androscoggin River (on right) closely through East Auburn (38 miles), Auburn Plains (39 miles), East Turner (44 miles) and Keen's Mills (49 miles) to North Turner Bridge (53 miles). Continue north with Androscoggin River, crossing same into

LIVERMORE FALLS

63 miles from Portland

Turn left and follow RR. (river bears away to the west), through Jay and North Jay (70 miles), continuing with RR. north through Wilton (74 miles), East Wilton (77 miles) to West Farmington (82 miles). Here turn right across bridge and bear left, crossing over RR. into

FARMINGTON

84 miles from Portland

Take Main St.; at end bear left and follow river through Fairbank (87 miles); short distance beyond turn left, crossing bridge over river; turn right and follow same, turning right to suspension bridge, leading into Strong (95 miles). Do not cross bridge but turn left, following along north up the river to

PHILLIPS

102 miles from Portland

Take road to Upper Village (103 miles); turn left at watering trough direct to and across narrow gauge RR. and two bridges, turn left to Madrid (109 miles). Continue direct; 2 miles out turn right, crossing Sandy River and then left direct to

RANGELEY LAKE HOUSE

131 miles from Portland

Maine Section, Route No. 6

PORTLAND TO BANGOR, ME.—TWO ROUTES

(1) *Kennebec River line, via Brunswick, Gardiner, Augusta and Waterville;* (2) *Maine Coast-Penobscot River line via Brunswick, Bath, Rockland and Belfast. Connections through Bangor for upper Maine, and still farther east along the Coast.*

These routes from Portland to Bangor are identical to Brunswick, where they divide into two widely different trunk lines. Road conditions greatly favor the one first given, along the Kennebec River, while the coast line is sandy in many districts and hard to travel, especially in dry weather. However, the considerable number of popular resorts and summer homes along the indented shore provide an increasing amount of touring that way.

I. *To Bangor via Brunswick, Augusta and Waterville*

From Congress St., business center, bear left on Washington Ave. across Tukey's Bridge over arm of Casco Bay to Veranda St., East Deering. Turn right and follow trolley to Martin's Point, and across bridge over Presumpscot River direct along shore line through Falmouth Foreside and Cumberland to Yarmouth (12 miles).

Follow trolley across iron bridge and Marsh Bridge (2 miles beyond); where trolley leaves road, keep straight ahead, crossing RR. into Freeport (18 miles). Turn right across RR.; turn left and bear right through Mast Landing, where bear left and follow trolley to Hillside (22 miles); again bear left, crossing trolley and RR. to

BRUNSWICK

26 miles from Portland

Turn left across Androscoggin River to Topsham (27 miles); turn right, cross RR. and immediately beyond take left. At next fork bear right (do not turn sharp right), continue direct, crossing RR. to Bowdoinham (32 miles). Turn immediately right across bridge and direct through East Bowdoinham (37 miles), where turn right across RR., then left to Richmond (41 miles). Bear right across RR., following west side of same and Kennebec River through Iceboro and South Gardiner, entering on Water St. to Main St.,

GARDINER

52 miles from Portland

Continue out Main St., cross RR. and follow north along river through Farmingdale and Hallowell (57 miles), entering on State St. past State Capitol (on left) to Soldiers' Monument. Here bear right, following Grove St and Water St. to business center; city map page 730.

AUGUSTA

59 miles from Portland

Hotel Augusta. Capital Garage, 337 Water St.

From Water St. cross Bridge St. and continue straight ahead on Northern Ave., shortly bearing right and following west side of river through Sidney and North Sidney to

BANGOR HOUSE

BANGOR, MAINE



The Leading Hotel of the City
Special Attention Given
Automobile Tourists
Rooms en Suite with Baths

H. C. CHAPMAN & SON, Proprietors.

WATERVILLE

77 miles from Portland



Optional route to Waterville: cross bridge over Kennebec River at Augusta, and follow it north on the east side through Riverside, Vassalboro and Winslow, where cross river into Waterville.

Continue north, crossing RR. three times past Waterville Junction to Fairfield (79 miles). Leaving the Kennebec River Valley at this point turn right, from village, and shortly bear left into Benton (82 miles). Continue east, following west bank of Sebasticook River through Clinton (86 miles), up long hill, keeping left, then straight ahead to Burnham Junction (91 miles) and

PITTSFIELD

96 miles from Portland

BATH AUTOMOBILE AND GAS ENGINE CO., Bath, Me.

Lowest prices on Gasoline, Oils and Accessories of any retail house in Maine. Everything for Automobiles. First-class Garage, Experts and Service. Storage and Washing. Large Machine Shop. Give us a trial.

Established 1903

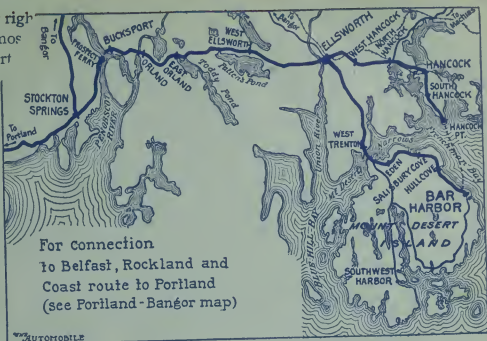
BROAD AND COMMERCIAL STS.

E. W. HYDE

Members A. A. A. and A. M. L.

S. R. FRYE

Bear right
way, mos
Newport
miles),
mon
St.,
thr
br
St.
B



STOCKTON SPRINGS

121 miles from Portland

Continue straight ahead on Shore Road through Sandy Point (123½ miles), to Prospect Ferry (127½ miles), across Penobscot River to Bucksport (128 miles). Continue straight east to fork; take left and next right across inlet through Orland (131 miles). Direct, passing south of Alamoosook Pond, through East Orland (134½ miles), passing North of Toddy and Patten's Ponds and through West Ellsworth to

ELLSWORTH

145 miles from Portland

There is a choice of two routes from this point to Bar Harbor:

1. Ellsworth to Bar Harbor via West Trenton

Take High St. southerly to West Trenton, crossing bridge over Mount Desert Narrows (154 miles), to Mount Desert Island; bear left, following Shore Road through Eden (156 miles), Salisbury Cove (160 miles) and Hull's Cove (163 miles) into

BAR HARBOR

167 miles from Portland

2. Ellsworth to Bar Harbor via Hancock Point

Take Main St. east, bearing right across RR. through West Hancock. Take left and just before RR. crossing bear right, soon crossing RR. to Hancock (154 miles). Here turn right, crossing RR. and follow Shore Road through South Hancock to Hancock Point (160 miles), where take Maine Central RR. ferry to

BAR HARBOR

166 miles from Portland

Even up to this time the old-time prejudice against automobiles remains in Bar Harbor. Formerly the prohibition was absolute, but we understand that of late cars have been taken upon Mt. Desert Island, whose chief summer resort is Bar Harbor.

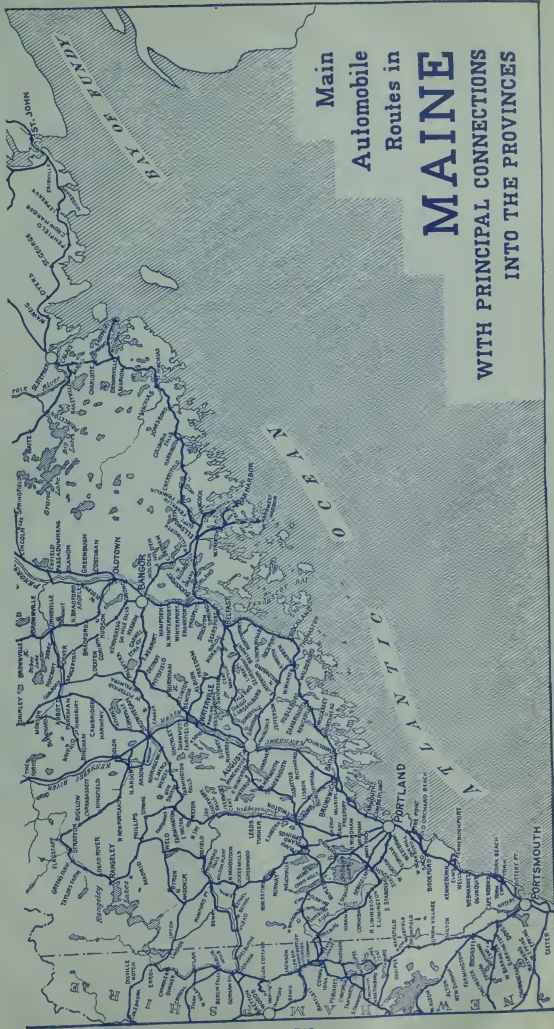
ALW



NEW
AUTOMOBILE

Maine

Main
Automobile
Routes in
WITH PRINCIPAL CONNECTIONS
INTO THE PROVINCES



BANGOR TO ST. LAWRENCE RIVER

Via Mattawamkeag, Edmundston and Riviere du Loup. Outline sketch of a pioneering Maine-Canadian trip made in 1905; see supplementary paragraphs "Interior Maine Routes."

This trip was made by Mr. Ezra H. Fitch and party, including Mr. Augustus Post, former Chairman A. A. A. Touring Committee, in the summer of 1905. We can give only a few notes of this trip in the present edition, sufficient to be a general guide for anyone desiring to make this interesting trip.

The party followed routes already given in this section to Bangor. With full equipment of camping and hunting outfit, a start was made from Bangor to Oldtown, where guides were engaged. Thence the trip extended along the Main Central RR., up the Penobscot River to Mattawamkeag. Thence North, away from the RR., with miles of straight road past logging camps to Patten.

A few miles beyond, the main road branches off eastward to Houlton, whence a good road extends up along the St. John River to Edmundston. However, this party, with true pioneer spirit, plunged ahead along a trail leading due north through the wilderness, past the settlements of Masardis, Ashland, Portage Lake and Eagle Lake to Fort Kent. Here they found that they had reached almost beyond the pale of the English language, French being here used exclusively.

As the St. John River was low, it was forded and the trip continued with Canadian guides to Edmundston, whence a turn northwestward was made. They crossed the frontier and passed through Notre Dame du Lac and St. Honoré to Riviere du Loup (5,000 inhabitants) on the St. Lawrence River. There is a road from this point skirting the river up stream to Quebec.

Mr. Fitch and his party went down stream through particularly picturesque country, with its shrines along the roadside, to Bic (540 miles from Portland), and into the woods some miles back from the river, where they went into camp. Mr. Post shot a caribou and brought it into camp in his automobile. The party returned to New York by rail.

Inquiries showed that a good road leads from Edmundston southeast down the St. John Valley all the way to St. John and extending to Halifax, Nova Scotia. Or return westward can be made from St. John via the Coast route through Machias to Portland.

In early days, before railroad times, in order to avoid ice, which keeps the lower St. Lawrence closed for a large part of the year, the road from St. John through Edmundston to Riviere du Loup, and thence down stream to Quebec, was used extensively for imports and exports of goods and for stage travel. Thus a good road was opened up across this stretch of territory.

Before entering into this territory, the tourist will do well to be supplied with complete camping-outfit, such as tents, collapsible stove, aluminum cooking-utensils, etc. With fishing rods and gun, there ought to be no trouble to keep the larder well filled. There will be considerable difficulty in procuring gasoline, so as large supply as possible should be carried and tanks filled whenever opportunity offers.

INTERIOR MAINE ROUTES

The general map of Maine with principal connections into the Provinces, pages 740-741, provides outlines for various practicable automobile trips in this region, detail running directions for which are either lacking altogether, or else too fragmentary even to summarize in type. However, nothing has been placed upon that map except from information of a fairly reliable character; here as in a few other instances it is possible to map out more or less correctly what cannot as yet be described in definite terms.

Looking at the map, the Fitch-Post pioneer trip of 1905 appears fairly distinct and complete from beginning to end, as well as the additional connection referred to between Edmundston through Houlton to Calais. Meeting at this point the Maine Coast trip, brought all the way up through from Portland through Brunswick, Rockland, Belfast, Stockton Springs, Ellsworth and Machias, close connection is made for the group of important routes in New Brunswick Province, Nos. 10 to 14 in this section. Gradually the international line loses its mystery to the auto tourist and becomes, like the Niagara Frontier, principally a matter of passing Customs.

In the absence of more specific information, the Blue Book prints herewith a few general outlines gleaned from late correspondence, believing that they will be of interest to tourists planning runs into the territory broadly covered. A part of the 1906 Glidden Tour schedule, summarized in Route No. 9, next following, makes up what was formerly a deficiency in this work—the run from Rangeley Lakes to Bretton Woods, N. H. It is expected that the gaps yet remaining will be rapidly closed and that Maine will soon become almost as well known as Connecticut and Massachusetts.

A CORRESPONDENT'S SUMMARY OF THE ROUTE FROM PORTLAND TO KINEO, ME., ON MOOSEHEAD LAKE.

Printed substantially as given by our correspondent. Directions and distances vary somewhat from our other routes over the same territory.

Portland to Brunswick 30 miles, via Yarmouth and Freeport. Road inclined to be clay; very good in dry weather. Brunswick to Augusta 33 miles, via Topsham, Bowdoinham, Richmond, Gardiner and Hollowell. Road a little sandy through Bowdoinham; follows along the Kennebec River from Richmond to Augusta and the road is fine.

From Augusta to Waterville (Elmwood Hotel and a garage) through Riverside and Vassalboro 18 miles. From Waterville to Pittsfield 21 miles, through Benton, Clinton and Burnham. The road very fine, high land and scenery grand; the hotel at Pittsfield burned.

Pittsfield to Newport (Shaw House) 7 miles; road very good. Newport to Dexter 16 miles via Corinna; road good. Dexter to Guilford (Hotel Braeburn) by North Dexter 13 miles; road good. (Dexter to Guilford by Dover—Blethen House—and Foxcroft 20 miles; road good.)

Guilford to Monson via Abbot and Monson Junction, 12 miles; road very fine. Monson to Greenville, foot of Moosehead Lake, via Shirley,

14 miles; hilly; roads fair. Moosehead Inn at Greenville Junction and fire proof auto storage at Greenville, where machine could be left. There is no carriage road to Kineo, but a very pleasant steamer ride of 20 miles.

PLACES AND DISTANCES BANGOR TO MOOSEHEAD LAKE AND BINGHAM

Distances not exact but approximately correct.

	Miles Intermediate	Miles Total		Miles Intermediate	Miles Total
Bangor	0	0	Greenville.....	7	70
Six Mile Falls	6	Greenville Junction..	1	71
Kenduskeag.....	6	12	Greenville.....	1	72
Corinth.....	8	20	Shirley Corners.....	7	79
Dover.....	16	36	Blanchard.....	5	84
Guilford.....	8	44	Kingsbury.....	12	96
Abbot.....	6	50	Mayfield.....	5	101
Monson.....	6	56	Bingham.....	7	108
Shirley Corners.....	7	63			

The correspondent furnishing this outline itinerary adds:

"I have just gone over this road and find it, with the exception of a very long steep hill at Mayfield, to compare very favorably with any in Maine, and infinitely better than those along the coast from Portland to Bar Harbor. In taking the hill mentioned at Mayfield, I would recommend using chains whether the road be wet or dry. At Greenville Junction, which is located at the foot of Moosehead Lake, you can take a two hours' sail up the Lake to Mt. Kineo Hotel, have luncheon or spend the night, as the case may be."

A glance at the map will show the most important connections from Bingham, among them (1) north through The Forks, Jackman, Boundary Line, Beauceville, St. Henri, Levis and Quebec City; (2) South along the Kennebec Valley to Skowhegan, Waterville, Augusta, etc.; (3) South to Solon and North Anson, thence west through the Dead River region to Rangeley Lakes. These routes interlace as interestingly, and almost as intricately, as the routes of many districts nearer the large centers of population.

OUTLINE CONNECTIONS BANGOR TO (1) RANGELEY LAKES; (2) TO QUEBEC

"The best road from Bangor to Rangeley Lakes is from Bangor to Hermon, Carmel, Etna, Newport, Palmyra and through a corner of Pittsfield to Canaan, Skowhegan, Norridgewock, Mercer, New Sharon, Farmington Falls to Farmington; then on to Rangeley Lakes. About 82 miles from Bangor to Farmington; a good and scenic road almost a straight line on the map."

"From Bangor to Quebec the shortest and best road is (leaving Bangor), Ohio St. to Kenduskeag; follow electric railroad $2\frac{1}{2}$ miles beyond East Corinth. Take left hand road where guide board says 'Dover 13 miles.' Follow through to Dover and continue along the Piscataquis River to Guilford, then to Abbot, from which point there is a stage road traveled daily to Bingham." (Connections in all directions from Bingham already referred to.—Editor.)

RANGELEY TO BRETTON WOODS, N. H.—125 MILES

Southward either past or through Phillips and via Weld to Dixfield. Thence along the Androscoggin River through Rumford Falls, Newry and Gilead to Gorham. Choice of two routes around the Presidential Range to Bretton Woods.

Data principally from the survey made for the 1906 Glidden Cup Tour by R. H. Johnson and Augustus Post.

$\frac{1}{2}$ mile from the Rangeley Lake Hotel, turn right from the main street uphill; pass road to left (8.8 miles) and bear right with the wires. Pass bridge to left (15.8 miles); one mile beyond cross left over bridge (some of the wires go to the right). $\frac{3}{4}$ mile beyond turn right and just beyond cross bridge.

Pass road to right (17.8 miles), sign "4 $\frac{1}{2}$ miles to Phillips," straight ahead 3 miles to sign "Phillips 1 $\frac{1}{2}$ miles." Here turn sharp right, passing sign, "Weld 10 miles," avoiding all cross-roads next four miles. At fork with signboards (28.2 miles), take the right, direct *past* one road (on right) into

WELD

33.2 miles from Rangeley

At the Pleasant Pond House turn right to end of street; there turn left and just beyond pass road on right. At signboard "Dixfield 6 $\frac{1}{2}$ miles" turn right, passing cemetery just beyond. Continue through cross-road to end of road, where turn left direct into village of

DIXFIELD 46.4 miles from Rangeley

Reaching the River Road (National Hotel on left), turn right and shortly cross small bridge (Webb's River), thence straight ahead along



the upper side of the Androscoggin River to Mexico (51 miles). At the P. O. (on right), bear slightly left over another bridge (Swift River) crossing RR. About 10 rods beyond turn very sharp left direct into

RUMFORD FALLS 52.5 miles from Rangeley

At P. O. turn left on the main street to end of same, bearing right over bridge. Take next left fork; at fork just beyond again keep left. At fork near sawmill (53.5 miles), take left-hand road, following the

river. After passing long white building (58.6 miles), take left fork, sign "Bethel 16 miles;" at fork $1\frac{1}{2}$ miles beyond, keep left with the wires into Rumford Point (62.5 miles).

Bear right through town direct past all cross-roads to and through covered bridge (63.1 miles). Immediately beyond pass road to right; near sawmill (64.3 miles), bear left across bridge, passing road on left into
NEWRY 69.5 miles from Rangeley

Keep left through covered bridge; $2\frac{1}{2}$ miles beyond run through another covered bridge. At fork (75 miles), with signboard, "Gorham 22 miles," just after passing long yellow hotel, turn right and pass racetrack (village of Bethel is just across the river). At signboard (84.7 miles), turn left over Suspension Bridge and keep straight ahead into Gilead (85 miles).

After crossing RR. turn right; at next fork (85.4 miles), bear right over covered bridge. 6 miles beyond pass road (on right) leading to Shelburne station. Cross RR. (96.3 miles) and continue straight ahead into

GORHAM

97 miles from Rangeley

Mt. Madison House.

This route not revised for 1908. If traveling by odometer, change here to the last part of the Poland Springs-Bretton Woods route, page 664; by setting the odometer at 60.8 miles, complete running directions and accurate mileage are had to the end of the run.

A left turn at this point leads toward Glen Cottage, Jackson, Glen station, etc., making these places readily available at the end of the run from Rangeley.

Meeting trolley tracks, follow them out of town; at Montview House (98.4 miles) turn left across Grand Trunk RR. Pass Gorham station on right, shortly bearing left across B. & M. RR., keeping on main road at foot of hill. Pass road on left (leading also to Glen Cottage, Jackson, etc.), continuing straight ahead past Randolph station (on left), 103 miles.

Follow main road nearly direct west, keeping on upper side of RR., passing Appalachia station. At fork 6 miles from Randolph (where right brings to Jefferson), keep left, passing Highlands RR. station (on left). At 4-corners turn 90° left, crossing RR. at grade,

CHERRY MOUNTAIN

111 miles from Rangeley

(Station on right)

Straight ahead from RR. crossing $\frac{1}{2}$ mile, where turn 90° right (regardless of signs). Thence on direct but winding road, mostly in good condition and with no bothersome grades.

Keep generally left, rounding the base of Cherry Mountain (on left), passing fork on right at Carroll (117 miles). Straight ahead, intersecting main route along the Ammonoosuc Valley at

<p style="text-align: center;">ACCURATE as a WATCH; RELIABLE as a COMPASS.</p> <p style="text-align: center;">See pages 20, 761</p>	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="flex: 1;"> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">THE WARNER AUTO- METER</p>  </div> <div style="flex: 0.5; text-align: center;">  </div> </div> <p style="text-align: center; font-size: 0.8em;">WARNER INSTRUMENT CO., Beloit, Wis.</p>
---	--

TWIN MOUNTAIN HOUSE

119 miles from Rangeley

Map, page 609 shows both this longer but much better route between Cherry Mountain station and Bretton Woods via Twin Mountain House, and the shorter way over Cherry Mountain and past the White Mt. House, $4\frac{1}{2}$ miles further as given, with no bad grades, while it is a hard pull at best over the Mountain. The two lines diverge at the fork 1-3 mile below the RR. crossing at Cherry Mt. station.

Turn left at hotel, descend grade and cross RR. to Fabyans (124 miles). Pass between **Fabyan House** (on right) and RR. Station (on left) crossing iron bridge immediately beyond. Straight ahead on main thorofare, running between RR. station and Mt. Pleasant House,

BRETTON WOODS

125 miles from Rangeley

For hotels, garage, and various diverging routes see title page White Mountain section, pages 609-611.

Maine Section, Route No. 9A

WELD, ME., TO POLAND SPRING HOUSE—62 MILES

By A. J. Drexel Biddle, F.R.G.S.

Leaving the Maples Hotel (3-4 mile north of Weld), turn left to Weld. At Pleasant Pond Hotel turn right to end of street. Here left, and just beyond pass road on right. At sign-board "Dicksfield 9 miles" continue straight past road designated to sign-board "Dicksfield 6 1-2 miles," where turn right, passing cemetery just beyond. Continue through cross road to end of road, where turn left direct into village of

DICKSFIELD

13.6 miles

National House (meals and lodging).

Turn right to left road crossing Androscoggin River by bridge (10 cents toll for touring car). Turn left, on first road after crossing railroad, direct to

PERU

18.2 miles

EASTBROOK

20 miles

Cross RR. (22.6 miles), cross RR. (23 miles), cross RR. (23.7 miles) Through Herdsdale (name on barn to right) (23.8 miles). Turn left at sign-board "Gilbertville 1 mile," schoolhouse on right (24.1 miles). Turn right into Gilbertville at fork (25 miles). Continue straight through town, cross bridge; and bear right at RR. (25.5 miles). Through Canton village. Turn right at fork (26.6 M), sign "Hartford 5 miles."

Straight on road skirting lake to (28.1 miles) where road leaves lake. Keep straight at forks (28.4 miles). Turn left at forks (29.2 miles). Cross railroad at Hartford Station (32.4 miles). Take right at forks (33 miles), sign "Buckfield 7 miles." Pass cemetery on left. Cross RR. (33.8 miles). Left at forks (33.4 miles), and cross bridge. Cross RR. (34.5 miles). At East Sumner Station cross RR. (34.9 miles). Left at forks (35.4 miles), sign, "Buckfield 5 miles." Cross RR. (36.4 miles). Keep straight at forks (37.8 miles). Cross bridge and keep straight (39.5 miles).

BUCKFIELD

40.1 miles

Through town and left over iron bridge (40.5 miles). Just across bridge, turn right. Cross RR. (40.7 miles), and continue straight. Keep left at fork (41.9 miles). Keep straight past right road (43.8 miles). Keep straight past right road (45.4 miles). Turn right (45.5 miles), turn right (46.8 miles), keep left fork (46.9 miles).

HEBRON ACADEMY

48.4 miles

Left past Post Office. Right fork (48.8 miles). Right fork (49.3 miles). Right fork (51 M). Left fork (51.1 M). Left fork (51.9 M). Continue short distance and turn right. Cross RR. (53.3 M). Right fork (53.4 M); cross RR. (53.9 M). Keep right (54.2 M) and cross bridge. Cross RR. (54.5 M). Right fork (54.6 M). Keep left road (55.1 M) through Mechanic's Falls. Pass under RR. bridge (55.5 M). Cross RR. tracks (56.2 M), and keep straight. Left fork (57.5 M) and keep straight to

POLAND SPRING HOUSE Hotel and Garage.

62 miles

Maine-Provinces Section, Route No. 10

PORTLAND TO ST. JOHN, N. B.—333 MILES

Skirting the Maine Coast through Brunswick, Bath, Rockland, Belfast, Stockton Springs, Ellsworth and Machais to Calais, Me. Thence across the St. Croix River (boundary line) and along the New Brunswick Coast.

Automobile touring to and from the Eastern Provinces has so largely increased as to justify this very long trunk-line. We give the natural route along the Shore, with the special information that sandy and otherwise bad roads must be expected for a large part of the way. To avoid this, some tourists prefer to take the Kennebec River line from Portland to Augusta, Waterville and Bangor, thence North to Lincoln on the Mattawamkeag-Edmundston line (Fitch-Post pioneer trip of 1905). The map shows how it is possible to turn east from Lincoln through Springfield to Princeton and down the Houlton-Calais line, connecting with the following route along the Coast all the way from Portland. Running directions on this northward detour are as yet unavailable in any form.

From Congress St., downtown business center, bear left on Washington Ave. across Tukey's Bridge over arm of Casco Bay to Veranda St., East Deering. Turn right and follow trolley to Martin's Point, and across bridge over Presumpscot River direct along shore line through Falmouth Foreside and Cumberland to Yarmouth (12 miles).

Follow trolley across iron bridge and Marsh Bridge (2 miles beyond) where trolley leaves road, keep straight ahead, crossing RR. into Freeport (18 miles). Turn right across RR.; turn left and bear right through Mast Landing. Here again bear left and follow trolley to Hillside (22 miles); bear left, crossing trolley and RR. to

BRUNSWICK

26 miles from Portland

Take Main St. south with trolley; after passing church on hill, leave trolley, taking left fork. $\frac{1}{2}$ -mile beyond meet trolley again and follow

HARRIS
(REGISTERED)
OILS

If not readily obtained,
write us and we will supply
direct, charges prepaid.

it to Cook's Corner (flag station). Here turn left across RR., meeting trolley again, following it into Bath (35 miles); **Bath Automobile & Gas Engine Co., Broad and Commercial Sts., Garage.** Cross ferry over Kennebec River into Woolwich (36 miles). Straight ahead, crossing RR. and following it past West Woolwich, recrossing it to

WISCASSET

44 miles from Portland

Turn right, crossing RR. and bay, following main road through Newcastle (50 miles), crossing Damariscotta River to Damariscotta (53 miles). At church take left, crossing RR. at Damariscotta Mills (56 miles), shortly beyond recrossing it to Nobleboro (59 miles), where bear right to Waldoboro (65 miles).

Continue direct, crossing RR.; at schoolhouse recross it through West Warren to Warren (75 miles). Turn right to Walker's Corners, where turn left, following trolley through Thomaston (79 miles) to

ROCKLAND

83 miles from Portland

Take Main St. (Shore Road), north past quarries at Rockville and past Clam Cove, through Rockport (89 miles) to Camden (91 miles). At top of hill take road to right, following shore of Penobscot Bay through Lincolnville Beach (97 miles), past Saturday Cove, through Northport (101 miles), passing Temple Heights Camp Grounds (107 miles) into

BELFAST

111 miles from Portland

Take High St. north; turn right at Phoenix House, cross RR. and bridge over arm of bay. Turn right and follow shore road through Searsport (117 miles) to

STOCKTON SPRINGS

121 miles from Portland

Continue straight ahead on Shore Road through Sandy Point (123½ miles), to Prospect Ferry (127½ miles), across Penobscot River to Buckport (128 miles). Continue straight east to fork; take left and next right across inlet through Orland (131 miles). Direct, passing south of Alamoosook Pond, through East Orland (134½ miles), passing north of Toddy and Patten's Ponds and through West Ellsworth to

ELLSWORTH

145 miles from Portland

Leave Ellsworth by Main St. (east), over large hill and on for two miles; then bear left into old stage road. Continue on fair road, some hills, through Franklin (156 miles), Cherryfield (176 miles), Harrington (183 miles), Columbia Falls (188 miles), and Jonesboro (195 miles) to

MACHIAS

204 miles from Portland

Go through (east) on Court St. to road with telegraph poles, which follow through to East Machias (208 miles) to Dennysville (226 miles). Just beyond Dennysville—at guideboard, "21 miles to Calais"—turn left and continue with telegraph poles through Charlotte to

CALAIS, ME.

247 miles from Portland

Cross international bridge over the St. Croix river (boundary line; pass Canadian Customs) to St. Stephen, N. B., from whence there are two routes to St. John, the capital city of the Province. We give first the coast Line (or St. George Road),

followed by the longer detour via Fredericton, preferred by some on account of reaching St. John by the River Road, which is mostly downgrade going south.

Running directions and maps in this Province prepared by the Blue Book in cooperation with the New Brunswick Automobile Association.

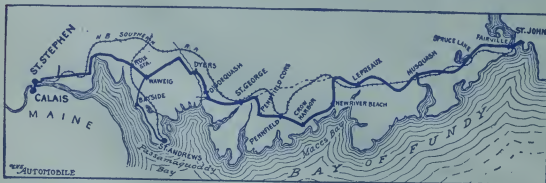
ST. STEPHEN TO ST. JOHN, N.B. BY COAST LINE (OR ST. GEORGE, ROAD)—86 1-2 MILES

From Windsor Hotel, St. Stephen, turn left along Water St., to King St.; again turn left, out King St. 1 mile out take right fork; 2 miles out again take right fork, direct to Benson's Corner (5 miles). Here take left fork and follow the Shore Road to Oak Bay (6½ miles); after crossing bridge at head of bay, continue over Lily Hill, taking first road to left. 1 mile beyond turn right, rounding arm of Passamaquoddy Bay to

ROIX STATION

9 1-2 miles from St. Stephen

Continue on direct road up long grade to Waweig village (10¼ miles); leaving Waweig turn right 3½ miles to Digdequash River and then again



right along same. Straight ahead 3 miles to bridge; cross same and turn right to Dyers (17¾ miles) and Digdequash (20¾ miles).

Here take right fork direct to Stillwater Bridge (22¾ miles); do not cross bridge, but *keep to left*, meeting main road with telegraph poles. (Straight ahead would bring to St. Andrews.) Turn sharp left and continue direct to

ST. GEORGE

32 3-4 miles from St. Stephen

The old Post Road from St. George to Lepreaux—shown by dotted lines on the route map—is good for about 3 miles; then it goes through a desolate and almost impassable stretch of country. Under all circumstances take the longer way given in the next paragraph (shown by the continuous heavy line on the map).

Go through on good road; at fork about 3 miles out (where the old Post Road continues straight ahead), turn right to Pennfield Corner (38¾ miles). Here turn left over a fine, level (gravel) road to Pennfield station (42¾ miles), continuing on main thorofare to New River Beach (52¼ miles). Turn left, thence direct to RR. crossing (55¼ miles), where meet the old Post Road) left at fork 3 miles east of St. George). Turn right, following telephone poles; about 3 miles beyond telegraph poles come in again; follow them to

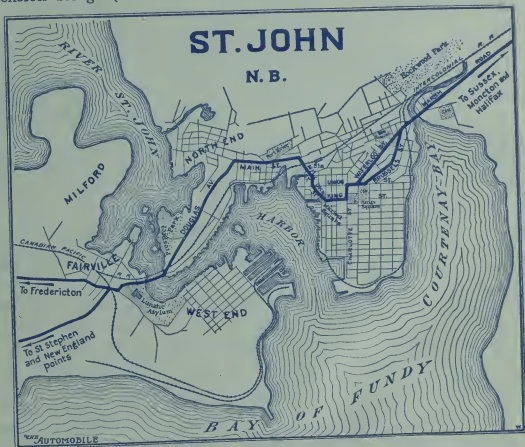
LEPREAUX

59 1-4 miles from St. Stephen

Telephone poles now all way to St. John. Road for first mile or so East of Lepreaux is fair, then wheel-and-horse-track for about 6 miles,

becoming gravel and good to Musquash (69 miles). Some hills will be encountered after crossing drawbridge, but surface is good and time can be made. About 8 miles east of Musquash, the road strikes the shores of Ludgate and Spruce Lakes, which it skirts for some miles to Spruce Lake Station (77½ miles).

About 6 miles from St. John the Bay of Fundy comes in sight and continues on the right until inside the city limits. Follow direct through Fairville (83½ miles); after crossing RR., take left fork, crossing suspension bridge (over Reversible Falls, River St. John). Keep direct



road to left, over RR. again, through Douglas Ave. to Main St. (double car-tracks). Turn right, straight ahead to Market Sq., foot of King St.,
ST. JOHN

86 1-2 miles from St. Stephen
333 1-2 miles from Portland

Royal and Victoria hotels on King St.; Dufferin Hotel on Charlotte St.

Maine-Provinces Section, Route No. 11

ST. STEPHEN TO ST. JOHN, N. B.—167 MILES

Via Fredericton, alternate to No. 10 (from the boundary line to St. John), thence via the "River Road." Mostly downgrade southbound from Fredericton.

From Windsor Hotel, St. Stephen, turn left along Water St. to King St.; here again turn left, straight ahead 1 mile. Take right fork; 2 miles out take left fork, direct road to Moore's Mills (7¾ miles). Turn right across bridge, then left; about 1 mile farther take left fork; about 2 miles beyond turn right at RR. crossing, thence direct to

MEADOWS

14 miles from St. Stephen

Leaving Meadows follow direct road for 2 miles; then take right fork to Lawrence (19 miles). Follow main highway, running underneath RR. track (road to left goes to station), direct to Brockway (26 miles) and Thomas Corner (36 miles). Turn right, downhill across bridge, thence direct to York Mills (39½ miles); road now becomes more hilly. Cross bridge, then over a hill about 2 miles long, keeping to right direct into

ARVEY

47 miles from St. Stephen

After crossing RR. track keep to right; 3 miles out take right* fork. Road now becomes more hilly and continues so, which may incline the tourist to use the option referred to in the next paragraph. Follow main highway through Hanwell (60 miles) to

FREDERICTON

73 miles from St. Stephen

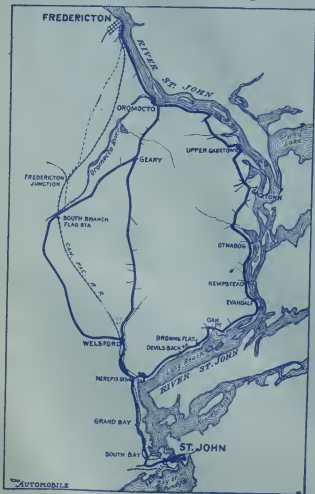
Queen's Hotel.

* Left fork at this point comes out on the River Road about 15 miles below Fredericton, where a left turn would reach that city by route 5 to 7 miles longer than the direct line given. For smooth running and picturesqueness use this option, possibly making as good time.

FREDERICTON TO ST. JOHN BY THE RIVER ROAD

Mostly good roads, along the banks of the St. John River, famed for the variety and excellence of its scenery.

Telephone poles practically all way to St. John. From Queen's Hotel turn right, following road along river to Oromocto (12 miles). Road



through village runs uphill; at top of hill turn sharp left in front of church. About 1 mile from upper Gagetown (26 miles), *caution*: road turns sharp right up over long hill; telephone poles are with you, but fork is sharp right angle and one is apt to run past.

About 5 miles beyond, at white house, there is another sharp right turn, over small wooden bridge (two or three planks). Immediately beyond are 3 or 4 short turns, first left, then right and right again; but by keeping attention on telegraph poles one can scarcely go wrong. At one place poles leave the highway for about 100 yards through the fields, but are plainly visible from the highway.

At Van Warts (56 miles from Fredericton) there is a good hotel (large white house on left-hand side of road). After leaving Brown's Flats* (66 $\frac{3}{4}$ miles), come to long severe downgrade for about 2 miles, known as Devil's Back; keep good control for 1 or 2 bad turns. Then excellent road to bridge about 1 mile long over Nerepis River; after crossing this bridge, turn sharp left to Westfield.

* By taking road to left from Belyea's store over the hill about $\frac{1}{4}$ mile is Belyea's Hotel—a popular summer resort; good accommodations and table.

Continue on direct road to South Bay (88 $\frac{1}{4}$ miles), and Manchester's Corner (90 miles); here come, at right angles, to the road from St. Stephen to St. John by the previous route. Turn left direct through Fairville (91 $\frac{1}{4}$ miles); after crossing RR., take left fork, crossing suspension bridge (over Reversible Falls, River St. John). Keep direct road to left, over RR. again, through Douglas Ave. to Main St. (double car-tracks). Turn right, straight ahead to Market Sq., foot of King St.,

ST. JOHN

94 1-4 miles from Fredericton
167 1-4 miles from St. Stephen
414 1-4 miles from Portland

Maine-Provinces Section, Route No. 12

ST. JOHN TO FREDERICTON—73 MILES

Via Nerepis station, Welsford, South Branch station, Geary and Oromocto, making an alternate (northbound) to No. 11 (southbound). Optional line from Welsford to Geary.

On account of the "River Road" being mostly downgrade from Fredericton to St. John, it is not often used in the opposite direction. Northbound travel between these two cities is nearly altogether by either the "South Branch" or the "Middle Route," both of which are plainly shown on the map page 740. The former is the one outlined here, with a notation of the "Middle Route" where the two fork, leaving Welsford.

From foot of King St., follow car-tracks through Dock, Mill and Main Sts. into Douglas Ave.; for this and other connections into, through and out of St. John, see city map, page 751. Turn left, out Douglas Ave. across suspension bridge (over Reversible Falls, River St. John); from bridge exit take second right turn.

Straight ahead through Fairville (3 miles); at branch roads $\frac{1}{4}$ mile beyond take right fork (the first right turn beyond Fairville). Follow telegraph and telephone poles to a point about 1 mile beyond Westfield Beach Station; here the telephone poles branch right (toward the River Road), while the telegraph poles continue all the way to South Branch Station. Following are the different points along the road and the approximate mileages for guidance:

Mileages taken from Dufferin Hotel, St. John to Queen's Hotel, Fredericton.

South Bay (5.8 miles); Grand Bay station (11.1 miles); Westfield Beach station (15.1 miles); Welsford (25.4 miles). Here keep direct road through village, across RR. track; after leaving Welsford the road becomes more hilly.

For the alternate ("Middle") route shown on the map, instead of keeping through Welsford village, take road to right, then first left direct to Geary, where join the South Branch road, outline and mileage of which is continued in the following paragraph. This alternate is about 5 miles shorter than the South Branch road; although fair, going is not so good.

At 36.5 miles pass church (on right); at 42.8 go over RR. crossing (Oromocto River on left and South Branch flag station on right). At 44 miles where telegraph poles turn sharp to left for Fredericton Junction, keep straight ahead on main road through Geary to Oromocto (61.4 miles). Here the telegraph poles come in again; keep direct through village, across drawbridge, and continue to

FREDERICTON

73.2 miles from St. John

Queen's Hotel.

Maine-Provinces Section, Route No. 13

ST. JOHN TO SUSSEX, N. B.—45 MILES

Beginning of the through route to Moncton, N. B., and Nova Scotia points (Truro, Halifax, etc.).

From Dufferin Hotel, St. John, turn right along Charlotte St. to Union St., where again turn right 2 blocks to Brussels St. Turn left on Brussels St. to Haymarket Sq.; here again turn right on straight road out of city—level and good to Coldbrook (3½ miles). At large white house, take left fork direct to Brookville (5 miles); then straight ahead to

TORYBURN

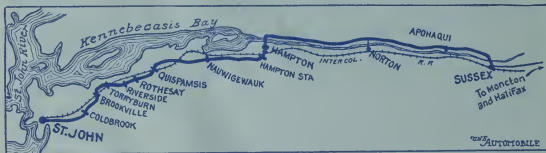
6 miles from St. John

Clairmont House.

Shortly after leaving the Clairmont House the road skirts the shore of the Kennebecasis River to Riverside (7½ miles), from which point it is slightly upgrade to Rothesay (9½ miles). At Gilbert's Store (where 3 roads fork), take right; road now becomes more hilly than rolling. Continue down long grade—soft and sandy in spots—running underneath RR. track. Follow telephone poles direct across Hammond River bridge; then take left fork, through Nauwigewauk direct to

HAMPTON

22 3-4 miles from St. John



(This village is the "Shiretown" of Kings Co., with Court House large brick building, and jail.) Follow road past Station, turning left to Heath Hall (hotel); leaving hotel turn right on direct road to Hampton village. Entering the village take right fork down long straight hill and across bridge (Kennebecasis River, left at Riverside). After crossing bridge keep direct, following telephone poles over rolling road with good surface to

NORTON

33 3-4 miles from St. John

The main road does not go to the Station, but continues straight ahead to Apohaqui (40 miles). Nor does main road go into Station here; on through trips continue straight ahead; approaching Sussex turn right at RR. crossing to hotel,

From Sussex through to Moncton, and from there on into Nova Scotia, tourists should have comparatively little difficulty, as at all the principal towns they can inquire at the hotels and get the information necessary to take them to Halifax. The route follows closely the line of the Intercolonial RR. We hope, however, to have the entire route to the Nova Scotia Coast mapped out in good shape for the next edition.

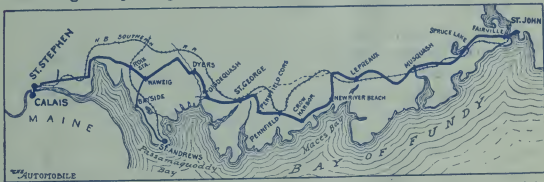
ST. JOHN TO ST. STEPHEN, N. B.—86 MILES

From Market Sq., foot of King St., turn right out Dock St. and through Mill St., passing the Union Station (on right) to Main St. Turn left on Main St. to and out Douglas Ave.; for this and other connections into, through and out of St. John, see city map page 751. Straight ahead on Douglas Ave. across suspension bridge (over Reversible Falls, River St. John).

Take second right beyond bridge, direct through Fairville (3 miles); at Barnhill's Corner take left fork. At Manchester's Corner, about 1 mile farther, road forks; keep left direct to Spruce Lake Station (9 miles). Road now runs along the shores of Spruce and Ludgate lakes, and later over a long stretch of peat moss. Also encounters some hills; after crossing drawbridge road improves to

16 3-4 miles from St. John

Leaving this place go through covered bridge and continue on main



road, which shortly becomes wheel-and-horse-tracks (overgrown with grass for about 6 miles). At fork about 3 miles out of Musquash (where left leads to Dipper Harbor), keep right fork—direct ahead; 2 miles farther road comes along RR. Shortly cross tracks, following telegraph poles all the way to

26 1-2 miles from St. John

The old Post Road from just beyond Lepreaux to within about 3 miles of St George—shown by dotted lines on the route map—is through a desolate and almost impassable stretch of country. Under all circumstances take the longer way given in the following paragraph (shown by the continuous heavy line on the map).

At fork about $\frac{1}{2}$ mile after leaving Lepreaux station take left following telephone (not telegraph) wires direct to New River Beach

(33½ miles). About 5 miles beyond, after crossing a high bridge, turn sharp right on road which runs direct through Pennfield station (44 miles).

Continue past McKay's Corner to a point about 4 miles beyond, taking sharp right at blacksmith shop. Direct for about 3 miles to Spinney's Corner; here, where the old telegraph road joins, turn sharp left for 3 miles into

ST. GEORGE

54 miles from St. John

Go through, following telegraph poles for about 8 miles, crossing Stillwater Bridge (63½ miles); after crossing bridge road turn sharp right at top of steep hill. Continue through Digdequash (65½ miles) to Dyers (68½ miles); turn sharp left across Digdequash River and right along same for about 3 miles.

Then turn left, straight ahead through Waweig village (76½ miles), crossing RR. near Roix station (77 miles). Follow direct road 2½ miles; then branch left for ¾ mile to "T" in road. Again turn sharp right, straight ahead down Lily Hill, crossing bridge to Oak Bay (80 miles).

Just beyond bridge turn left about one mile to Benson's Corner. (81½ miles); here turn right on direct road coming, at right angles, to King St., St. Stephen. Turn left on King St. to Water St. and right on Water St. to Windsor Hotel,

ST. STEPHEN

86 1-2 miles from St. John

OUTLINE CONNECTIONS CALAIS, ME., TO PORTLAND, ME.

The Blue Book is unable to include in the present edition the running details from the boundary line back to Portland (reverse of Route No. 10, this section). Until this deficiency can be made up, the map of Maine, with principal connections into the Provinces, pages 740-741, will materially assist those having occasion to make this trip during 1908. The following general information of places passed through and the approximate mileages will doubtless be of some further service.

On account of the sandy and otherwise bad roads along the Eastern Shore some tourists even prefer to turn north from Calais along the Calais-Houlton line to Princeton. Thence, as indicated on the map, cut across through Springfield to Lincoln, on the Mattawamkeag-Bangor line, reaching the Coast either along the Penobscot River or across to the Kennebec River line to Waterville and Augusta. Nor are the running detours over this long northward detour yet available.

Places and distances Calais to Portland, Me., via the Coast Line.

	Miles Intermediate	Miles.		Miles Intermediate	Total
Calais.....	0	0	Rockland.....	28	164
Dennysville.....	21	21	Waldoboro.....	18	182
Machias.....	22	43	Damariscotta.....	12	194
Cherryfield	28	71	Wiscasset.....	9	203
Franklin.....	20	91	Bath.....	9	212
Ellsworth.....	11	102	Brunswick.....	9	221
Bucksport.....	17	119	Freeport.....	8	229
Stockton Springs...	7	126	Yarmouth.....	6	235
Belfast.....	10	136	Portland.....	..	247

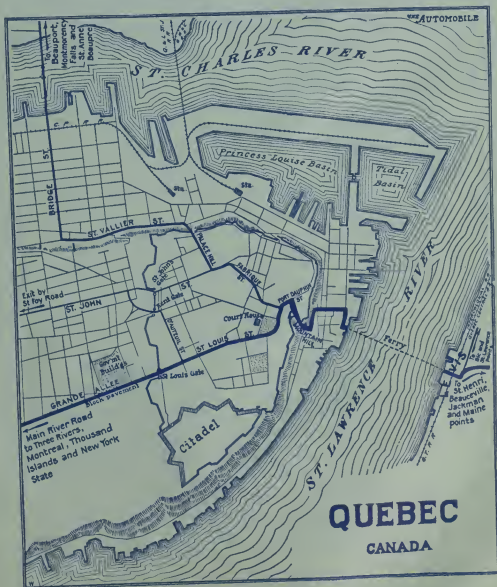
For hotels, garages, city map and various diverging routes, see this section, pages 711 and 713.

QUEBEC, CANADA, TO RANGELEY LAKES, ME.—307 MILES

Via Levis, St. Henri, Beauceville, P. Q., Boundary Line, Jackman, The Forks, Bingham, Skowhegan, Waterville, Skowhegan, North New Portland and the Dead River Region, Me.

This entire route was traveled by the 1906 Glidden Tour, and the running directions given herewith are substantially as printed in the official booklet issued on that occasion. The "survey" from Saratoga, N. Y., to Bretton Woods, N. H., of which this formed a part, was made by Augustus Post and Judge James B. Dill (Automobile Club of America), the text being compiled by R. H. Johnston (New York Motor Club). More specific running directions were thus furnished over this stretch than have yet become available in any other way.

However, it will be noticed that the Glidden Tour continued south through Solon to Skowhegan and Waterville, returning to Skowhegan, thence N. W. to North Anson, a detour of nearly if not quite 70 miles as compared with the short distance from Solon to North Anson. This was done partly to meet the distance requirements and partly for better accommodation, which would not be necessary in case of a smaller number of tourists. Roads over the entire route mostly good.



1st Part—Quebec to Jackman, Me.—129 miles

Miles from Quebec

- .0 Leaving Chateau Frontenac bear to the right down De la Montagne St. (be careful of trolley cars near the foot).
At the water-front turn right to the Levis ferry.
- .4 Levis; at Hotel Kennebec turn left and follow trolley uphill.
- 1.1 At the trolley fork opposite waiting room turn right with trolley.
- 1.7 Turn left with trolley, then right into Wolf St. then left at the second street.
- 2.1 Leave trolley and keep straight ahead.
- 2.9 Turn left into the St. Henri Pike (macadam).
- 9.1 Cross RR.
- 12.9 St. Henri; at the church turn right over bridge.
- 14.3 Turn left and at the second road beyond turn right. Then continue straight ahead on main highway to
- 26.5 **SCOTT JUNCTION.** Here the road meets the Chaudiere River, which it follows closely without crossing for 40 miles.
- 32. **STE. MARIE.** Cross RR. twice to
- 38.8 **BEAUCE JUNCTION.**
- 44. **ST. JOSEPH.** Cross RR. 4 times to
- 54.4 **BEAUCEVILLE** (to reach the RR. station turn left at the Beauceville Hotel).
- 64.5 **ST. GEORGE.**
- 66.2 **JERSEY Post Office;** at the fork in front of gray stone building with balcony, take left road.
- 73.9 **ST. CLUNE.**
- 79.2 Pass tumbled-down "Half-Way-House."
- 83.1 **ARMSTRONG POST OFFICE.**
Keep straight ahead, passing road to right and leaving the wires.
- 94.1 Pass the line house, on the boundary between Canada and the United States and keep straight ahead, to
- 109. **JACKMAN.**

2nd Part—Jackman to Waterville, Me.—93 miles

- .0 Leaving the Newton House continue on main road.
- 1.2 Cross RR.
- 1.7 At the fork take the left road, leaving the wires, and climb long grade.
- 13. Pass **PARLIN'S POND.**
- 22.5 Pass West Forks Hotel on left (telephone).
- 26.8 At the foot of long hill bear left with wires and follow branch of the Kennebec River.
- 28. At forks cross covered bridge over Kennebec River; turn right and follow river road through
- 35.7 Caratunk.
- 50.6 Cross bridge and turn right into **BINGHAM.**
- 53.1 Cross RR.

The Incomparable **WHITE** The Car for Service



THE TOURING SUPREMACY OF THE WHITE

After a brief experience with the White, the average owner has gained such confidence in its supreme reliability and its ability to traverse any sort of road, that he plans his tours without any thought as to whether the roads are good, bad or indifferent. He knows that his tires will last much longer than on any other car of similar size or power. He is independent of everything except an occasional source of gasoline supply.

As an indication of the ceaseless touring activities of White owners, it is significant that, in many remote regions of this country and of foreign lands, the people think that all automobiles are propelled by steam power. This conclusion is a natural result of their having seen no other automobiles but White Steamers.

The White Route Books, which give detailed road directions for important touring routes, will be mailed free on request

THE WHITE COMPANY Cleveland, Ohio

New York City, Broadway at 62d St.
San Francisco, 1460 Market St.
Philadelphia, 629-33 North Broad St.

Boston, 320 Newbury St.
Chicago, 240 Michigan Ave.
Cleveland, 407 Rockwell Ave.
Pittsburg, 138-148 Beatty St.

- 59.8 Cross bridge to left into **SOLON**. Continue ahead on main highway to
- 74. **SKOWHEGAN**. Here cross bridge over the Kennebec River and follow river road to
- 93. **WATERVILLE**. Come in with trolley by way of College Ave. and Main St. to Hotel Elmwood.

3rd Part—Waterville to Rangeley Lake House, Me.—105 miles

- .0 Leaving the Hotel Elmwood out of town to the north with trolley and follow river road to
- 19. **SKOWHEGAN**; continue on the same road as covered before in the direction of Solon but before reaching that town
- 32.3 at sign board, turn left, leaving the wires.

NOTE.—The sub-committee which laid out this route did not go over the stretch between this sign-board and Waterville; so the intervening distances can be considered only approximate. Tourists following the route by odometer are advised to adjust their instruments at this turn to correspond with the reading "32.3."

- 37.9 Turn sharp right at covered bridge, paying toll at the further side.
- 39.7 **NORTH ANSON**. At the end of road turn left and at sign board beyond to right, passing "Anson Grange No. 58."
- 40. Cross RR.
- 40.2 Keep left on Elm St.
- 43.9 At the sign reading "North New Portland 4½ miles" pass road to right.
- 45.3 At fork keep to the right leaving the wires.
- 48. **NORTH NEW PORTLAND** (hotel).

Locally unacquainted tourists making this run may be interested to refer to the supplementary paragraphs, "Detail Local Directions, North New Portland to Rangeley Lake Houses," in Route No. 4, this section, page 731.

- 48.6 Sharp turn left following the wires.
- 52. Bear to the left following a single wire.
- 56.5 At the fork in front of post office take the right road.
- 57.5 Bear left, passing a white house on the right.
- 59.1 Bear to the left.
- 66.2 Bear to the right.
- 78.2 At the end of the road turn left.
- 85.4 **STRATTON**. After crossing bridge at end of town turn left at the water trough.
- 90.6 At the sign-board near white house turn left. In the next few miles you cross at frequent intervals a narrow gauge RR.
- 99.9 At the fork where left road leads up steep hill, cross right over bridge.
- 100.5 At the RR. station turn right and just beyond cross the RR. On entering Rangeley, turn left at the first street; at the end of this street again turn left. After passing (on left) Fraser's sporting goods store turn right to
- 105 Rangeley Lake Hotel.

Total mileage from Quebec, Canada, 307 miles.

"TELLS HOW FAST
AND HOW FAR"

Victory for The Warner Auto- Meter



is
evident at
every turn of the road

IT IS EVIDENT WHEN experienced motorists, like the Glidden Tourists, know that the AUTO-METER is the instrument that can be depended upon to stand hard endurance runs and accurately tell the speed and distance made by a car from start to finish without wearing out or being put out of commission like others.

IT IS EVIDENT WHEN used by the majority of Automobilists entering speed or endurance contests where accuracy is of vital importance.

IT IS EVIDENT WHEN used as the standard on all high class equipments where quality counts.

IT IS EVIDENT WHEN it is the one instrument that has given universal satisfaction.

That is the reason why you see the AUTO-METER on the Best Equipped Car on the road.

Watch any line of Motor Cars anywhere—you'll see the handsome little AUTO-METER on the dashboard of the best of them and the most of them—then you'll decide that You ought to have an Auto-Meter on Your Car.

Let us prove to you what the Warner Auto-Meter is.

WARNER INSTRUMENT CO.
BELOIT, WISCONSIN

The Tire Inflator Delpauch

**Assures Proper Inflation
and Long Life to the Tires**



Size, 11 x 5 inches

It is a small, compact air compressor that is free from all the criticism applicable to the ordinary types of tire inflators.

It can be attached by the chauffeur to the driving shaft of any make of car without dismantling the car or interfering with its mechanism.

The Tire Inflator Delpauch

is carefully constructed entirely of metal, fitted with a steel piston and compression rings, identically as a motor cylinder.

The control and air outlet are situated on the dashboard.

It will inflate the largest tire with cool, pure air in less than a minute, giving pressure up to 90 pounds.

Booklet B gives particulars and price.

COMPTOIR D'INNOVATIONS POUR AUTOMOBILES

1693 Broadway, New York
16 Avenue de la Grande Armée, Paris

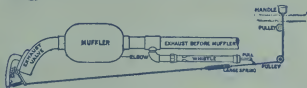
Southern California Agents: E. A. FEATHERSTONE
CO., Los Angeles.

Northern California Agents: GEO P. MOORE CO. and
H. W. BOGEN, San Francisco.

Philadelphia Agents: BERGDOLL MOTOR CAR CO.,
323 North Broad Street.

A Long-Distance Signal that does not rasp the ears

The Nightingale Whistle



THE Nightingale Whistle sounds a melodious six-note trill so distinctly different from the harsh honk-honk, or the ear-splitting screech of the common run of automobile signals, that it attracts immediate attention and assures the right of way above all others.

The Nightingale Whistle has Extraordinary Good Qualities

It automatically cleanses itself.

It is protected against all dust and dirt.

It never becomes clogged or out of order.

Its sound is a melodious six-note trill that can be heard for miles, yet does not rasp the ears of those near by.

It can be attached either to the exhaust pipe or to the muffler by any chauffeur without extra expense.

The whistle is operated from any part of the car by means of a hand-pull, lever or pedal.

Booklet A gives full particulars and price.

COMPTOIR D'INNOVATIONS POUR AUTOMOBILES

1693 Broadway, New York
16 Avenue de la Grande Armee, Paris

Southern California Agents: E. A. FEATHERSTONE
CO., Los Angeles.

Northern California Agents: GEO. P. MOORE CO. and
H. W. BOGEN, San Francisco.

Philadelphia Agents: BERGDOLL MOTOR CAR CO.,
323 North Broad Street.

Follow a Stewart You Can't Go Wrong

ROUTES MEASURED BY THE

Reliable Stewart Speedometer

ARE ALWAYS ACCURATE

The one speed-indicator always accurate and dependable and the only one covered by an absolute and unqualified

Five Year Guarantee

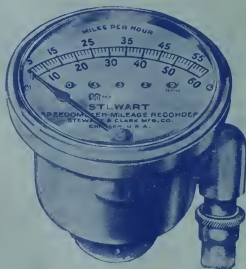
Pin Your Faith to a STEWART

The materials are costlier, the workmanship superior, the design more attractive than in any other speed indicator at any price.

Send for Catalog


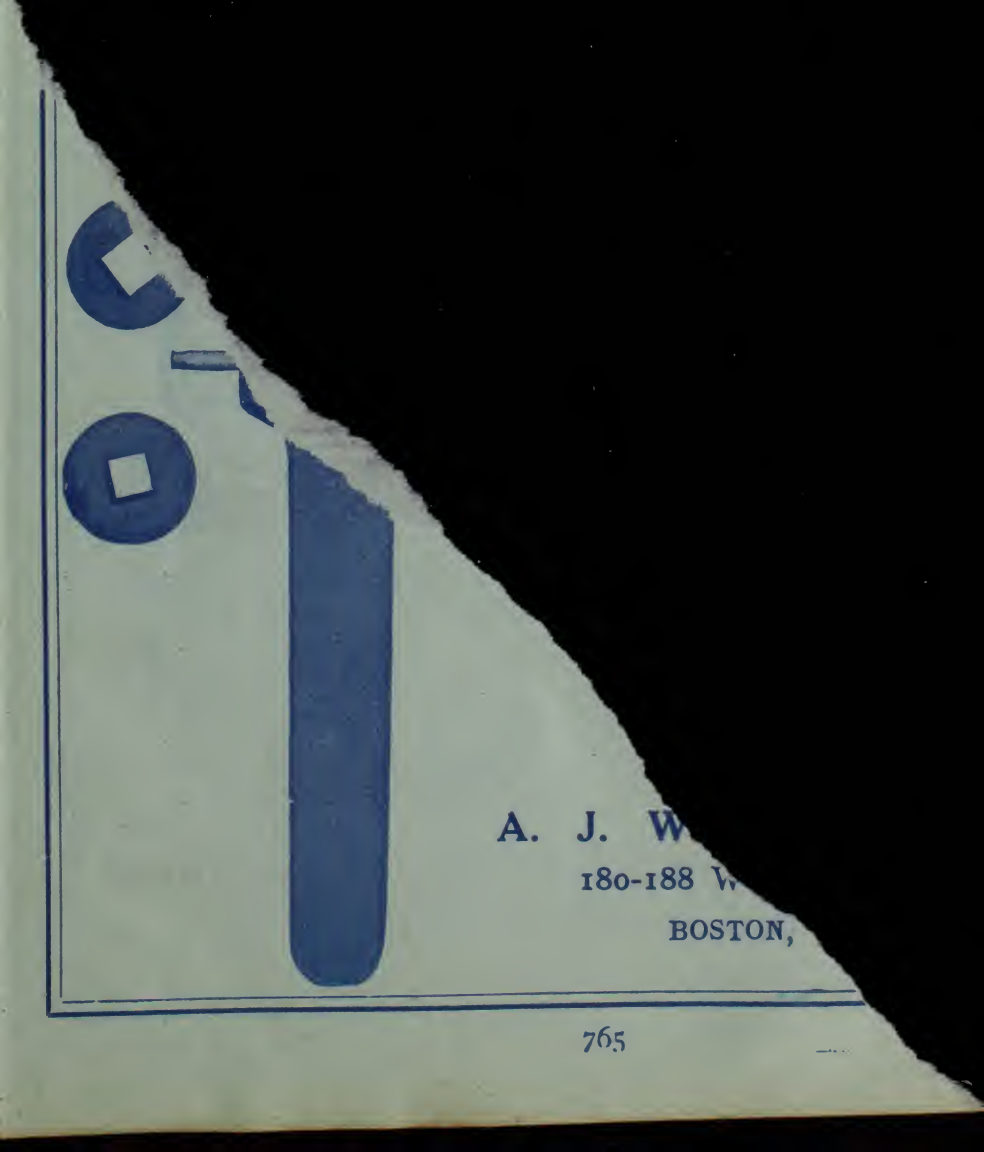
**Stewart & Clark
Mfg. Co.**

502-520 Diversey Boulevard
CHICAGO, U. S. A.



Price List

- No. 4. Stewart Combination Speedometer-Odometer, full-size dial (4-in.), 60-mile...\$40
- No. 5. Stewart Combination Speedometer-Odometer, full-size dial (4-in.), 90-mile...\$75
- No. 7. The American Combination Speedometer-Odometer, full-size dial (4-in.), 50-mile...\$25



A. J. W
180-188 W
BOSTON,



..... trip and total mileage	\$50
..... cent trip and total mileage	50
.....	25
..... maximum hand key lock and release . .	35

..... catalogues and dealers quotations on request.

..... ANY INDICATOR, \$5 EXTRA. MAXIMUM
..... BUTTON RELEASE, \$5 EXTRA.
..... D RELEASE, \$7 EXTRA.

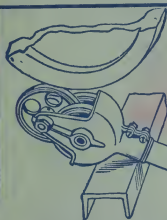
Indicator Company
..... antic Avenue, Brooklyn, N. Y.

DUBONNET

"THE" Great French Tonic "APPETIZER"

A wineglassful before each meal gives you vigor
and prolongs life

To be had at all the leading Grocers and Wine Dealers, all
Clubs, Hotels, Restaurants, Cafes and Bars throughout the
country.



ALWAYS READY FOR USE

A POWER PUMP

IN YOUR TOOL BOX

JUST HOLD IT AGAINST THE FLYWHEEL WHEN
PUMPING UP THE TIRES. BUILT TO LAST.
HAS PISTON RINGS. NO LEATHER.

WRITE FOR OUR "SUPPLY BOOK,"
IT'S FREE.

HERZ & CO.

CIVIL ENGINEERS
203 LAFAYETTE ST.
NEW YORK



"Porox" Ignitor Storage Batteries

HIGH CAPACITY LIGHT WEIGHT

PROVED as the best for both ignition and
light. No loss of current. It stores and
returns the power to your machine. You
can see and examine the interior without ex-
posure and digging, because it is made up in
transparent celluloid jars. No danger of
breakage like hard rubber. Plates and jars
are guaranteed for one year.

SEND FOR CATALOG

ALBERT MULLER

205 West 41st Street

NEW YORK

**The
Herz
Ignition
Material
Standard
on two
Continents**

For a free copy of our
"SUPPLY BOOK"

WRITE TO

HERZ & CO.

Civil
Engineers

203 Lafayette St.,

NEW YORK

PARIS

VIENNA

SPARK PLUG
The "Bougie Mercedes"—No Porcelain,
can't break, \$1.50 postpaid.

HERZ-TIMER
Insures Perfect Ignition. We fit any
make of motor.

DISTRIBUTOR
The absolute perfection of double igni-
tion. A great European success.

HAND PUMP
The best and most compact small pump
ever made.

GASKETS
The largest stock of Asbestos-Copper
Gaskets in America. 600 sizes.

OSCILLUM
A spark gap. A spark intensifier
Makes any spark plug spark.

DETACHABLES
A necessity for proper wiring. Assorted
boxes. 60c. postpaid.

AUTO-TOPS

**Bodies . Wind Shields . Upholstering
Painting . Forgings**

AUTO-TOP AND EQUIPMENT CO.

Tel. 2871 Bryant

164 West 46th Street, New York

Coils

CONNECTICUT

Timers

**Switches — Exploring Lamps
Coil Current Indicators**

and the high grade volt
and ammeters for the
testing of your ignition
appliances are as neces-
sary for your comfort as
smooth roads. You strike
good roads in "spots,"
but the Connecticut line
is good "all over." The
better class of dealers in
all parts of the country
carry a complete stock
of Connecticut goods,
which you should secure
in order to get



THE BEST

CONNECTICUT TEL. AND ELECTRIC CO., Inc.
MERIDEN, CONN.

When touring in New England, we invite you to call at our factory.

THE AUTOMOBILE TRADE DIRECTORY

THE ONLY COMPLETE DIRECTORY
OF THE AUTOMOBILE INDUSTRY



It
Hangs
Everywhere

An Exhaustive Book of Reference for the Trade

Contains names and addresses of all manufacturers of Automobiles and the makers of parts and equipment, properly classified and indexed. Includes, also, Tables, Data, and Formula and other pertinent information for quick reference.

Subscription Price, \$1.00 Per Year. Single Copies, 25c Postpaid

The Automobile Trade Directory
Flatiron Building, New York

CASE ADVISE 1903 1902 V.2

HARRIS

(REGISTERED)

OILS

A SPECIAL OIL for gas and gasoline engines (stationary motors) was introduced by us in 1891. Therefore in offering HARRIS GASOLINE ENGINE CYLINDER OIL we present a product which is the result of years of experience.

A product of which a small quantity is sufficient to properly lubricate, yet leave no deposit in your cylinders, thus improving the capability of your engine. A product known commercially as HARRIS OIL, manufactured in three grades, all of the same standard of excellence, but of different degrees of body consistency, designated as LIGHT, MEDIUM and HEAVY.

The use of the Light and Medium grades for water-cooled motors, is simply one of individual preference, while the Heavy oil is used for the air-cooled type, and by those desiring a more viscous lubricant. Again the Light oil, which has a strong cold test, is suggested for winter use on all types.

The transmission, a most important part, must have a suitable lubricant and this may be found in HARRIS TRANS-COMPOUND.

The use of steam in the superheated form for the motor, calls for an unusual lubricant. This is met most successfully by HARRIS SUPERHEAT STEAM CYLINDER OIL, which has a fire test of over 700°, used and recommended by the Stanley Motor Carriage Co.

If you have never used HARRIS OILS it is well worth your while to make a trial.

A. W. HARRIS OIL CO.
326 SOUTH WATER ST., PROVIDENCE, R. I.



FOR GASOLINE MOTORS

Made in three grades

Light — Medium — Heavy

ALL ONE PRICE PER GALLON IN QUANTITIES AS FOLLOWS

BARRELS
50 Gallons

60c.

HALF-BARRELS
30-35 Gallons

65c.

2-5 GALLON CANS
In wood case

70c.

1 GALLON CANS

80c.

Superheat Steam Cylinder Oil

FOR

STANLEY and WHITE

STEAMERS

75c.

80c.

85c.

\$1.00

ONE OF THESE GRADES IS ADAPTED TO YOUR MOTOR

Decorated cans for the different grades, with extension spouts, in both one and five gallon size, should be obtained of your dealer or garage, or may be ordered direct.

TRANS-COMPOUND

A SEMI-SOLID OIL FOR TRANSMISSION CASE

Light or dark colored as desired

Bbls.

12c. lb.

50 lbs.

\$6.50

25 lbs.

\$3.50

10 lbs.

\$1.50

5 lbs.

\$1.00

Also at the same price

MOTOR AND GRAPHITE GREASES

A. W. HARRIS OIL CO.

326 SOUTH WATER ST., PROVIDENCE, R. I.

HARRIS

(REGISTERED)

OILS

Obtainable at All
BLUE BOOK STATIONS
PROMINENT GARAGES
And SUPPLY HOUSES
Insist upon having them

A. W. HARRIS OIL CO.

330 S. WATER ST.
PROVIDENCE, R. I.